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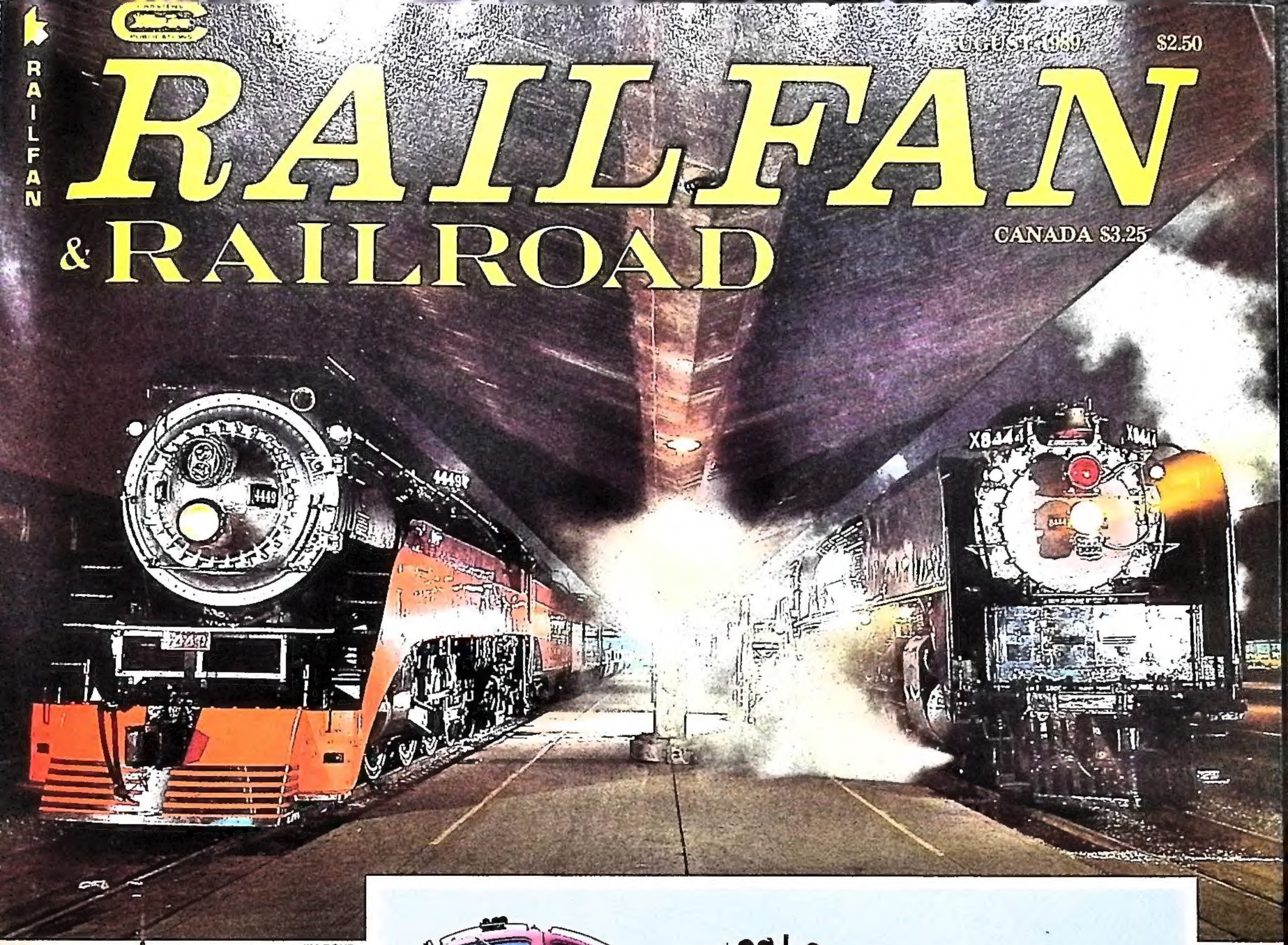


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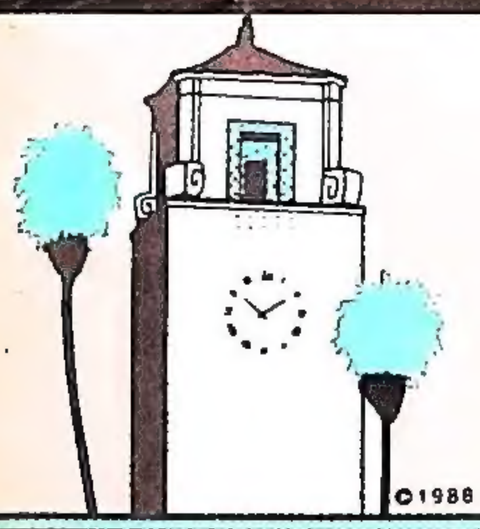


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**R.J. CORMAN** is now operating a dinner train, shown here on April 16, 1989, on its 18-mile ex-L&N Bardstown Branch. The FP7s are ex-Southern Ry. fantrippers. See page 30.

# Railnews

**PITTSBURG'S PAT** commuter service, shown (right) at McKeesport on April 14, ceased operation on April 28. See page 30.

**GE "SUPER-7"** demonstrators 2001/2002 (below, at Kansas City on April 28, 1989) are total rebuilds of older units. See page 30.

KODACHROME FRANK S. NOVAK

KODACHROME RYAN BALLARD

KODACHROME LON COONE

**UTAH RAILWAY** has strayed far from its old white livery, as evidenced by SD45 9147 at Provo on April 9, 1989. See page 32.

**THE CENTRAL MICHIGAN**, operator of 230 miles of former-GTW north and west of Durand, has some interesting power, like this U23B at Saginaw on March 23, 1989. See page 30.

KODACHROME BILL CLYNES

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### From the Publisher's desk: He was a friend

On April 28th I drove to Newark for a luncheon while the R&R staff headed to Scranton to ride an NYS&W press run promoting Steamtown. The luncheon was a New Jersey Transit retirement party for Tom "Casey" Gilbert, who had successively been with Erie, Erie Lackawanna, Conrail, New Jersey DOT and finally N.J. Transit. I'd met Tom in algebra class at Dwight Morrow High School where he had a copy of *Railroad* Magazine hidden behind his algebra text. That led to a long time friendship—interrupted while he flew the hump and I was in Manila. After the war we both went on to college, deciding in 1947 to join lawyer Stan Bradley on a three day rail trip via D&H to Montreal and then down the Connecticut River via CP/B&M.

We got off at every stop shooting whatever was in sight, being greeted in White River Junction by a kid with a mini-press camera who proudly announced he had a press camera and was taking train pictures and were we railfans? The kid was John Krause.

A few weeks later on my return to Wagner College I again bumped into freshman Krause who lasted the semester before starting work in the family electrical business. His dorm room was covered with 8×10s of trains. We became buddies, and he'd often drive to my home on a Friday evening. We'd have dinner be off to New England or elsewhere for a weekend of railfanning. Krause and Casey Gilbert also did some trips to Colorado after I introduced them.

On Sunday, April 31, 1989, two days after Casey's retirement party, I got a phone call that Johnny, 59, had just died of a heart attack at his home. The funeral was held in Newton, and it was his wish that his ashes be scattered in Colorado's narrow gauge country.

Krause in recent years did many of the Carstens railroad books. We agreed that there was a market for good railroad picture books at a moderate price. He did books for almost twenty years despite having to overcome a serious alcohol problem. I visited him in 1984 just prior to his release from a state rehabilitation hospital wondering if I'd ever see him again. A year later he was back, dry and never again to touch alcohol. While lacking certification, he did counseling work in hospitals for others suffering from alcohol and narcotic addiction problems. Railfans were among those he helped.

Veteran railfans Donald W. Furler, George Krumm, Bob Mohowski, Ed Crist and I sat in the funeral parlor during the viewing discussing Krause and railfanning in the good old days. We laughed as Furler told of dragging an 8×10 view camera around but envying the quality of his prints. We talked of steam on the Erie, of the narrow gauge and plunking along the right-of-way as the parade would go by us chasing one train for 200 miles. At times we almost expected Krause to get up and join in the discussion. Although John was not Catholic, a priest whom he had come to know spoke touchingly of John's victory over his illness and his final victory. He's gone but his many books remain, including some still to be published.

TRAIN MPA



# RAILFAN & RAILROAD

## August 1989/vol.8 no.8

RAILROAD / founded 1906 / vol.111 no.5

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## Cover

The 50th Anniversary celebration for Los Angeles Union Passenger Terminal found Southern Pacific *Daylight* 4-8-4 4449 and Union Pacific 4-8-4 8444 side by side in the station on the night of May 6-7, 1989, available for a night photo session conducted by the R&R staff and Tom Gildersleeve. Kodachrome: Jim Boyd / Lighting: David Morgan, John Gieske and Jim Boyd. Earlier on Saturday, the SP E9 6051, UP E9 951 and Santa Fe F-units were posed on tracks 10 and 11 and their escape track, duplicating a 1952 publicity photo; the heavyweight car in front of the clock tower is the *Virginia City*. Kodachrome: Jim Boyd. On Monday, May 8, the 4449 and 8444 were charging together uphill near Blue Cut on Cajon Pass bound for Bakersfield and Las Vegas, respectively. Kodachrome: Mike Eagleson.

**RAILFAN & RAILROAD** (ISSN 0163-7266), is published monthly by Carstens Publications, Inc., Phil Hardin Road (Fredon-Springdale Road), Fredon Township, P.O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

**POSTMASTER:** Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright ©RT 1989 by Carstens Publications, Inc. Printed in U.S.A.

**SUBSCRIPTIONS:** U.S.A. and possessions: $23.00 per year, $45.00 for two years, $66.00 for three years. Foreign: $27.00 per year, $53.00 for two years, $78.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

**CONTRIBUTIONS:** Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

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# Fanmail

### Preservation and the Swiss "Kroks"

Thank you for the excellent June issue. I particularly enjoyed the article on the Rhaetian Crocodiles. It is a pity that the article did not devote more than a passing mention to the SBB's class Be 6/8 standard gauge Crocodiles that have now been removed from service. These locomotives appeared even more Crocodile-like than the RhB's "small Crocs." The collection at the Swiss Transport Museum, mentioned on page 55, is quite impressive and worth a visit. I hope to see additional features on Europe in future issues.

One comment on the domestic side; reading that prototype CF7 2649 was scrapped after providing parts to rebuild F3 46 was the first time that I was not upset that a preservation effort failed. Although the Santa Fe had its reasons for converting F-units to CF7s, the fact remains that these units were, in my opinion, the second ugliest locomotives ever built. (The ugliest locomotive ever built, in my opinion, is British Rail's Class 58.) It is poetic justice that one of these ugly ducklings helped to restore a swan.

BILL HOUGH
New York, N.Y.

Further to the article on "It's a Krok!" in the June 1989 issue, there is an excellent companion article in the May 1989 issue of *Railway Magazine* from Great Britain. Written by P.W.B. Semmen, the article emphasizes timings and gives additional information on the overall line, not covered in the Nazarow article.

BRYCE LEE
Burlington, Ontario

### CPR in Maine

I'm enjoying very much the articles on the Canadian Pacific's International of Maine Division. As a seminary student in Maine in the 1950s, I found that the Maine Central and Bangor & Aroostook had long-since banked their fires. But a chance trip to Brownville Junction in the winter of 1956-57 found a steam switcher working the yard on the second shift. A trip to McAdam, N.B., in 1960 found steam still alive there. A 2-8-2 brought a freight in from the north. A car knocker said that no steam was then venturing west of McAdam. A return trip a year later found all the steamers in the dead line. It lasted longer here than almost anywhere else.

In the winter of 1961, after all passenger service had ended on the other Maine railroads, a trip to Mattawamkeag on a bitter winter night produced Train 41, *The Atlantic Limited*, with an A-B-B-A set of EMDs and 22 wine red cars.

These are but a few of the warm memories I have of riding and railfanning this line.

These types of articles are to me the most interesting ones you do.

REV. WALTER F. SMITH
Saugus, Mass.

### Also in Minnesota

I would like to make a correction to Part Two of Bruce Nett's fine article "Canadian Pacific's Maine Line" in the June 1989 issue. On page 51 he noted that the CPR line across Maine "is the only Canadian railroad that enters a foreign country, passes through and reenters Canada." Another similar situation is in northern Minnesota where the CNR main line between Winnipeg and Thunder Bay traverses U.S. territory for approximately 43 miles from just northwest of Warroad to Baudette, Minnesota. This seldom-photographed trackage is a heavy duty, single track, CTC-equipped main line that handles most traffic to and from the DW&P connection near Fort Frances, Ontario, as well as all grain and coal traffic moving over the CNR from Western Canada. Depending on how grain, coal and potash is moving, this line will handle from about ten to 20 or more trains per day.

MIKE CLEARY
Eagan, Minn.

Mentioned on page 51 of the June issue is Bruce Nett's statement that the CP Maine line is the only Canadian rail line to enter the U.S. and re-enter Canada. This is incorrect. There is a CN line in northwestern Ontario from Thunder Bay to Winnipeg via Fort Frances that crosses into Minnesota at Baudette and enters Manitoba at Sprague, being in the U.S. for about 35 miles. There even was passenger service on this route until May 23, 1977.

The CP's line from Montreal to Newport, Vermont, also briefly enters the U.S. at Richford, Vt., before returning to the province of Quebec and again crossing over to Vermont.

ANDREW LUDASI
Toronto, Ont.

### Valley City Rail

In regard to Mr. Denis Falter's letter about Valley City rail in the June '89 issue (referring to Bruce Kelly's photo showing the rail markings on page 36 of the April issue), he made two errors. First, Inland Steel's plant is located in East Chicago, Indiana, not Gary. Second, the markings I S CO Gary means Indiana Steel Gary, which is now United States Steel Gary Works. The rail mill that rolled the rail was torn down in 1987. The Gary Works original name is engraved in the stone on the West side of the old Virginia Street employment office.

MICHAEL J. FREED
Gary, Ind.

### Manatee River Drawbridge

As a former resident of Bradenton, Florida, and an ex-SCL Tampa division trainman, I was happy to see the articles on the Seminole Gulf Railway in the June '89 R&R. However, I believe the Dresslers were mistaken when they stated (on page 38) that "the long ACL drawbridge over the Manatee River was completely removed." The Manatee River crossing presently used by CSX is in fact the ex-ACL bridge, renovated in recent years with concrete piers replacing the old wooden pilings. The draw span of this bridge wore "ACL RR" for a long time after the SCL merger. The ex-ACL Bradenton depot still stands at the south end of this bridge and is a dead ringer for the ex-ACL Punta Gorda depot pictured on page 42. The ex-SAL Manatee River bridge was located to the east of both the ACL bridge and the


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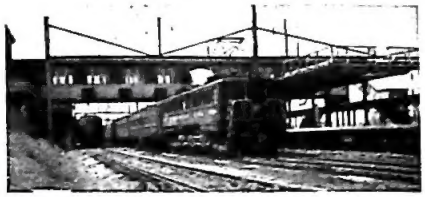

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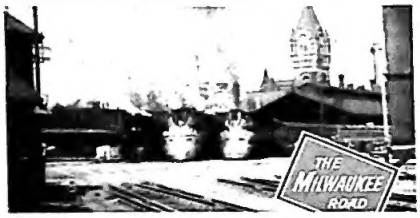


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present U.S.41 bridge, and its southern approach can still be seen from U.S.41. Its northern approach in Palmetto is presently occupied by a large industrial park.

Also, regarding Frank Jozaites' comments in the June FANMAIL about the proposed SP/D&RGW paint schemes, I prefer the Rio Grande variation on the old SP "Black Widow" scheme. And I'll definitely take one of those 4449 posters. Incidentally, Goodheart's shot on the top of page 67 in the June issue is equally stunning.

MICHAEL S. WOODRUFF
Brawley, Calif.

### How Many is Many?

I must say that I am beginning to get irritated by the zoological method of counting locomotives (now it's in "CP's Maine Line"). A "brace" (sic) of locomotives! Just how many is that? How is that differentiated from a "pod" or a "gam" of units? Certainly larger locomotives must be counted (manely) in "prides." Perhaps helper sets can be referred to as "schools." The mind reels at the possibilities.

I would like to propose a solution. I would like to invent a word to mean "not many." How about "few?" Here's another idea; how about the new word "several" to mean "some?" I can go on being inventive. How about "pair" for "two?" Or better yet, how about "two" when you mean "two?" The mind still reels at the possibilities.

KENNETH HARRISON
Alameda, Calif.

*Webster's* New Riverside Dictionary *lists one definition of brace as "a pair of like things" making no exclusive reference to animals*—M.D.

*And don't forget that more than two RS1s become a "flock," but if their doors are flapping open (as they usually are) they become a "gaggle"*—J.B.

### Claremore, Oklahoma

In paragraph 2 of the June 1989 PUBLISHER'S DESK column, you mention Claremont, Oklahoma. Sorry, Bub, but its "Claremore," Oklahoma. Home of the Will Rogers Memorial and the J.M. Davis Historical Firearms Museum (or whatever the state finally decided to call it). The fact a car got smashed by the UP there is no news to anyone who has ever been through that town. The former-MP line runs northwest to southeast through town and crosses umpteen wide city streets. But to call it Clare*mont* . . . boy, what was in your diet drink?

JIM RUCKER
Houston, Tex.

### Informed

Your RAILNEWS and TIMETABLE in the June 1989 issue concerning the steam events in and out of Los Angeles Union Station (May 6-7) enabled my family to enjoy three days of great photography of the SP 4449 and UP 8444. This information was not readily available in our area, but your stories and a few local phone calls to the railroads got us to the right places at the right times for some great pictures. Thanks.

ROY W. DREYER
Orange, Cal.

*It's comments like these that make all our work seem worthwhile. Thank* you—J.B.

### Remembering the O&W

Hal's April editorial regarding early fantrips on the old New York Ontario & Western sure brought back fond memories. You would remember Bert Tompkins, general passenger agent of the O&W, who, with Ed Hansen, chairman of the New York Division Railroad Enthusiasts, set up those trips to Walton. Well remembered was the observation car with the wicker seats in comfortable array, and the dinner at the Hancock House, just

## Railfanning is:

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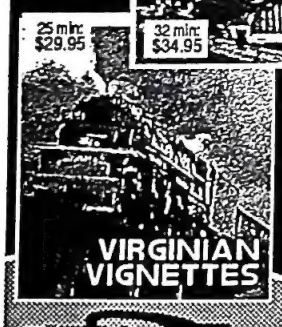

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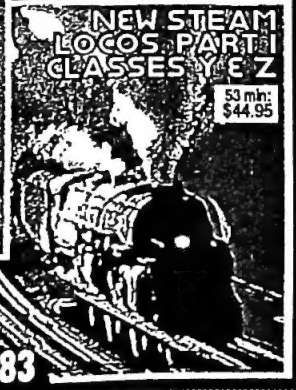

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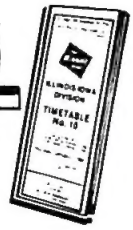
over the hill from Walton. Well remembered, too, was the semi-streamlined 4-8-2, the 405, which we had from Middletown to Walton and return. Ed Hansen also set up an O&W trip from Weehawken to Summit via regular train, thence extra coaches with 4-6-0 227 to Kingston, then back through Summit and down to Port Jervis and back to Summit. I'd not be surprised to learn you were there, as well.

H. ARNOLD WILDER
Assistant Treasurer, R&LHS
Westford, Mass.

*To my everlasting regret, I did not make that particular trip and never rode behind one of those 220 Ten-Wheelers. I have since acquired, however, some movie footage of the 227 being turned on the armstrong turntable at Kingston on that trip—H.H.C.*

# Timetable



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## RAILFAN EVENTS

**NORFOLK SOUTHERN** 1989 Excursion Season. The following listings indicate **Date**, locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is streamlined Class J 4-8-4, 1218 is N&W Class A 2-6-6-4, 587 is NKP 2-8-2 and "diesels" are available NS diesels.

**July 18-23.** The NRHS National Convention schedule. All trips sponsored by Asheville Chapter NRHS (ASHV): **July 18**, 611 one way Alexandria to Lynchburg, Va., 611 & 1218 doublehead to Salsbury, N.C.; **July 19**, 1218 & 587 one way Salsbury to Asheville via Hickory, N.C.; **July 20**, 587 or diesels Asheville to Pisgah Forest and return; **July 21**, 587 or diesels Asheville to Bulls Gap, Tenn., and return; **July 22**, 587 or diesels Asheville to Waynesville and return; **July 23**, one way Asheville to Roanoke, Va., via Winston Salem (1218 to Winston Salem, diesel beyond. Portion of train will be turned back at Hickory to Asheville with diesel locomotives); **July 24**, 611 one way Roanoke to Alexandria via Lynchburg (end of NRHS Convention). **July 27**, 1218 Columbia, S.C., to Charlotte, N.C., and return (LTC).

**August 5**, 1218 Winston Salem, N.C., to Roanoke circle trip, diesels return (SBM).

**September 16**, 611 *Powhattan Arrow* Commemoritive Trip, Roanoke to an undetermined destination (RCN); **September 23**, 611 Bluefield to Cedar Bluff and return (PCNH); **September 29**, 1218 one way Charlotte, N.C., to Roanoke (DP); **September 30**, 1218 Roanoke to Lynchburg and return in morning and Roanoke to Walton and return in afternoon (RCN); **September 30**, 611 Cincinnati to Danville, Ky., and return (CRC).

**October 1**, 1218 one way Roanoke to Charlotte, N.C. (DP); **October 1**, 611 Cincinnati to Danville, Ky., and return (CRC); **October 7**, 611 one way Lexington, Ky., to Chattanooga, Tenn. (BGM); **October 7**, 1218 Alexandria to Lynchburg, Va., and return (WACN); **October 8**, 1218 Alexandria to Front Royal and return (WACN); **October 8**, 611 one way Chattanooga, Tenn., to Lexington, Ky. (BGM); **October 14-15**, 611 Chattanooga to Oneida, Tenn., and return each day (TVRM); **October 14-15**, 1218 Alexandria to Front Royal and return each day (WACN); **October 21-22**, 611 Chattanooga to Oneida, Tenn., and return each day (TVRM); **October 21-22**, 1218 Charlotte to Asheville, N.C., and return each day (PCCN); **October 28**, 611 Atlanta to Toccoa, Ga., and return (ACN). **October 29**, 611 Atlanta to Chattanooga and return (ACN); **October 28-29**, 1218 Asheville to Barber, N.C., and return (ASHV).

**November 3**, One way Greenville, S.C., to Chattanooga, Tenn., 1218 to Atlanta, 611 beyond (GVN); **November 4**, 1218 Atlanta to Chattanooga and return (ACN); **November 5**, 1218 Atlanta to Toccoa, Ga., and return (ACN); **November 5**, 611 one way Chattanooga to Greenville, S.C. (GVN); **November 11-12**, 1218 Birmingham, Ala., to Chattanooga or Columbus, Ga., and return (HOD); **November 18-19**, 611 Jacksonville, Fla., to Valdosta, Ga., and return (NFC).

**The sponsoring organizations in alphabetical order are:** (ACN) Atlanta Chapter NRHS, P.O. Box 81592, Atlanta, GA 30366; (ASHV) Ashville Chapter NRHS, c/o Antique Train & Toy Company, 640 Merrimon Ave., Asheville, NC 28804; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (CRC) Cincinnati Railroad Club, P.O. Box 14157, Cincinnati, OH 45250; (DP) Discovery Place/ Science Museums of Charlotte, 301 N. Tryon Street, Charlotte, NC 27406; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (LTC) Lionel Train Collectors Society, 3702 Greenbriar Dr., Columbia, SC 29206; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245; (PCCN) Piedmont Carolinas Chapter NRHS, RR Excursions, P.O. Box 22753, Charlotte NC 28220; (PCNH) Pocahontas Chapter NRHS, P.O. Box 151, Bluefield, WV 24701; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke VA 24032, (SBM) Southbound Model Railroaders, P.O. Box 11321, Winston-Salem, NC 27106; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (WACN) Washington Area Chapters NRHS/Chesapeake Region RR Enthusiasts, P.O. Box 456, Laurel, MD 20707;

**OWEGO, NEW YORK,** Through December 1989. The Tioga Central Railroad will offer a variety of diesel-powered trips over its former Lehigh Valley line during 1989. "Museum Trail" trains operate on weekend afternoons round trip Flemingville to the Newark Valley. Originating at Owego, dinner trains run Sat. and Sun. evenings plus a Sat. breakfast train; reservations are recommended. For a timetable, dining car menu and schedule of events, contact Tioga Central Railroad Excursions, P.O. Box 490, Owego, NY 13827, or call 607/687-0990.

**WHITE PASS & YUKON** in 1989 will operate railroad excursions from Skagway, Alaska, to Fraser, B.C., with connecting bus service to Whitehorse, Y.T., and to Bennett, B.C. Trains operate daily through September 22. Contact: The White Pass & Yukon Route, P.O. Box 435, Skagway, AK 99840; 800/343-7373 or 907/983-2217.

**"Summit Excursion,"** Skagway to White Pass, Alaska., and return. Departs Skagway at 9am and 1:30pm returning and 11:45am and 4:10pm respectively. Fare $67 round trip, kids 12 and under $33.50.

**"Through Service"** leaves Whitehorse at 8:30am (Yukon time) and arrives Skagway 11:59pm (Alaska time); departs Skagway at 1pm and returns to Whitehorse 6:30pm. Trains operate Skagway to Fraser where connecting bus service is offered to Whitehorse. Fare $89 each way, kids 12 and under $44.50.

**"Chilkoot Trail Service"** operates mid-June through mid-September with trains between Skagway and Fraser with connecting bus service to Bennett on Lake Bennett, B.C. Fare $67 each way, bus only is $22 each way.

**RAIL AND SAIL TO ALASKA.** Circle America Tours is offering 18 rail-inclusive 12 or 13-day tours from May through September to Alaska. Trips include round trip Amtrak travel


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***CARITAS* TOURS 1989** This year's trips on board the private car *Caritas* will include scenic freight-only trackage. Contact: High Iron Travel Corp., P.O. Box 15273, Washington, DC 20003.

**September 1-4,** 326 miles on the Wisconsin & Calumet with special train out of Chicago, $850 for bedroom (double occupancy), $100 for supplemental roomette.

**MOTOR CAR SUMMER RIDES** The Motor Car Collectors of America are presenting the following schedule for 1989 summer rides: **July 15-16,** Escanaba & Lake Superior Railroad. **July 29,** New York & Lake Erie Railroad. Contact: Henry Brown, 622 Oak St., Cottage Grove, WI 53527.

**BUFFALO, NEW YORK,** July 1-4. Buffalo-Fort Erie Friendship Festival excursions with NKP 765. **July 1-2,** three trips each day between Buffalo and Tuscorora on ex-NYC Belt Line and Niagara Branch. **July 3,** Buffalo to Hornell and return, plus optional side trip Hornell to Corning and return. **July 4,** Buffalo to Somerset and return, including Somerset Railroad trackage. Contact: WNYRHS Trips, P.O. Box 502, Tonawanda, NY 14151, or call 716/662-7002.

**COLORADO AND UTAH BY RAIL,** July 8-21. Ride Amtrak's *California Zephyr*; Central City & Blackhawk; Georgetown Loop; Leadville, Colorado & Southern; Cumbres & Toltec; Durango & Silverton (in a private parlor); Royal Gorge Scenic; Pikes Peak Cog; Cadillac & Lake City; Great Western and Heber Creeper. Visit the Colorado Railroad Museum, Alpine Tunnel and Lizard Head Pass by Jeep. From $1399. Contact: Rail Travel Center, 2 Federal Street, Suite 300A, St. Albans, VT 05478. Phone 800/458-5394.

**HONESDALE, PENNSYLVANIA,** July 8-August 27. Stourbridge Line Rail Excursions for 1989 will feature BL2 No.54 and 25 miles of scenic trackage through Wayne and Pike counties; Honesdale to Lackawaxen and return except as noted: **July 8,** Family Day Excursion; **July 22,** Dinner/Theater Train, Honesdale to Hawley and return, with dinner and show in Hawley; **July 29 and 30,** Lackawaxen Fair Excursion; **August 12,** Bavarian Festival Train; **August 27,** Summer Excursion. Contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431. Phone: 717/253-1960.

**PERE MARQUETTE 1225 TRIPS,** July 14-15, September 2-4, October 14-15. Short trips on TSBY between St. Charles, Owosso and Chesaning, Michigan. Air conditioned coaches and low fares. To be assured of a ticket, order by mail. Contact: Shiawassee Valley Railroad Company, P.O. Box 665, Owosso, MI 48867.

**NRHS NATIONAL CONVENTION,** July 18-23. N&W 611 and 1218 will be joined by NKP 587 for a week of spectacular steam trips out of Asheville, North Carolina. See Norfolk Southern entry for schedule details. For fares and information contact: 1989 NRHS Convention Center, P.O. Box 16854, Asheville, NC 28816. Convention phone lines: 704/253-7648 10am-6pm; after 6pm, 704/254-5756 or 704/655-1732.

**COUNCIL BLUFFS, IOWA,** July 22. Restored Rock Island E6 630 will lead its first revenue trip over Iowa Interstate between Council Bluffs and Atlantic, Iowa, for 40th anniversary of Omaha Camerail Club. Photo runbys and light lunch included. Tickets $40. Banquet with slide programs will be held at Council Bluffs' "Club 64" restaurant costing $9 per person. Contact: Camerail 40th Anniversary, P.O. Box 791, Columbus, NE 68602-0791. Make checks payable to the Camerail Club.

**CHESAPEAKE DIVISION RRE** is sponsoring the following excursions. For tickets send SSAE to: Wes Vernon, Chesapeake Division RRE, 1605 Billman Lane, Silver Spring, MD 20902.

**GETTYSBURG, PENNSYLVANIA,** July 29. Photographers' Special covers the entire Gettysburg Railroad with matched passenger consist. Many photo runbys. Depart 10am behind steam loco, return 5:30pm behind diesel. Fare $30.

**MIDDLETOWN, PENNSYLVANIA,** September 9. Photographers' Special on the Middletown & Hummelstown Railroad, including street running in Middletown. Many photo opportunities. Departs Middletown 10am, returns 5pm; will be first fan trip ever over entire line. Fare $30.

**CUMBERLAND, MARYLAND,** November 3-4. Cumberland Railfans' Weekend. Saturday: South Branch Valley Railroad round trip departing Green Spring, W.Va., 8am, returning 5:30pm. Sunday: Allegeny Central Railroad steam round trip Cumberland to Frostburg, departing 10am, returning 3:30pm. Multiple photo stops on both trips. Total fare $75.

**RAILS TO THE RIVER 1989 TOURS.** Day trip packages from Chicago to Quad Cities on the Mississippi River aboard special privately-chartered Amtrak Superliners for the following events: **July 29,** Bix Biederbecke Memorial Jazz Festival in Davenport, Iowa; **September 16,** Civil War Muster & Mercantile Exposition in East Davenport; **September 30,** country feast & Swedish culture in Geneseo and Bishop Hill, Illinois; **October 21,** Augustana Alums Homecoming Day game. Also available on each trip will be river cruises, shopping and entertainment. Package tours cover meals, event admission, ground transportation and convenient stops in Chicago and Joliet. Contact: Rails to the River, 3716 14th Street, Rock Island, IL 61201; 800/383-0283.

**THE DALLES, OREGON,** August 11-13. The Spokane, Portland & Seattle Railway Historical Society's 1989 Annual Convention will be held at the ExecuLodge in The Dalles. Program theme will be "Wishram, Washington, and the Oregon Trunk Railway in the Deschutes River Canyon." Trips to Wishram and up the Deschutes River Canyon, plus slides, movies and more. Contact: Walt Grande, Convention Chairman, 4243 SW Admiral Street, Portland, OR 97221; 503/246-3254.

**CHAMA, NEW MEXICO,** August 19, 1989. Take a charter moonlight train ride aboard the Cumbres & Toltec Scenic Railroad. Leave Chama mid-afternoon, have meet and photo runby, steak dinner at Osier and return by moonlight. Sponsored by Friends of the C&TS; portion of $40.00 ticket price tax-deductible. Railroad slide show on the 18th. Contact: Friends of the C&TS, 7801 Acadamy NE, Bldg.2, Suite 102, Albuquerque, NM 87109.

**HARLOWTON, MONTANA,** August 25-26. Third annual meeting of MILWEST, an organization of modelers, historians, former employees and others who share an interest in the former Milwaukee Road, primarily the "Lines West." Contact: Ron Hamilton, Secretary, MILWEST, 532 S.W. Rimrock #3, Redmond, OR 97756.

**BLUEWATER MICHIGAN CHAPTER** 1989 schedule. Several other trips may be run. For specific details and prices, contact (LSSAE please): Bluewater Michigan Chapter NRHS, 1989 Trips, P.O. Box 296, Royal Oak, MI 48068; 313/399-7963.

**September 9-10,** Amtrak trip from Detroit, Dearborn and


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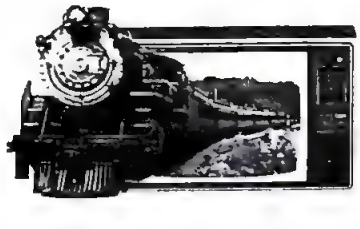

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**MILBANK, SOUTH DAKOTA,** August 12-13. Fifth Annual Trainfest featuring model trains, antiques, slide shows and rides on the Sisseton Southern. Contact Trainfest '89, Chamber of Commerce, 203 S. Main, Milbank, SD 57252; 605/432-6656

**ATLANTA, GEORGIA,** August 19. Southeastern Railroadiana Collector's 12th Annual Sale & Trade Show, Georgia International Convention & Trade Center, south of Atlanta Airport adjacent to Holiday Inn Crown Plaza, 9am-4pm. Adults $3, kids 12 and under free, tables (300 total) $25. Contact. (LSSAE, please). Jack Martin, 4183 Paran Pines, Atlanta, GA 30327

**WOLFEBORO, NEW HAMPSHIRE,** August 19-20. NMRA Seacoast Division and Wolfeboro Branch Railroad Club 13th Annual Model Railroad Show. Dealers, operating layouts, model and ladies handcraft contests. Kingswood Regional Junior High School Gymnasium & Cafeteria, South Main Street (Route 28). 10am-4pm Saturday, 10am-3pm Sunday. Adults $2, 50¢ children under 12, family max $5. Contact: David Collinge c/o Wolfeboro Campground, RR2 Box 500, Wolfeboro, NH 03894; 603/569-4876

**FORT WAYNE, INDIANA,** August 20. Train & Collectable Toy Show (buy, sell, swap) at The Lantern, 4420 Ardmore, Fort Wayne, Indiana. 8' tables $10 in advance. Adults $2, 12 and under free. Contact: Royce Hutchinson, 7112 Baer Road, Fort Wayne, IN 46809, 219/747-4485.

**NEW HOPE, PENNSYLVANIA,** August 26 and September 23. Toys & Trains and Collectibles Show, 8am-2pm at Firehouse Hall, Route 202 and Sugar Road. Admission $3, tables $9. Contact: Charles Gallus, P.O. Box 1036, Doyleston, PA 18901; phone 215/847-8749.

**WALLINGFORD, CONNECTICUT,** August 27. The New York, New Haven & Hartford Toy and Train Meet, 9am-1pm at Zandri's Stillwood Inn, Exit 13 on Interstate 91. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048

**HEMPSTEAD, NEW YORK,** August 27. Long Island Train Meet at Knights of Columbus Hall, 83 Greewich St., Hempstead, N.Y., 9am-1pm. Adults $3, under 12 free. Contact: Ernie Knudsen, 516/691-7628 or 516/775-4801.

**WICHITA FALLS, TEXAS,** September 9-10. Annual Zephyr Days Railroad Show & Sale at the Wichita Falls Activity Center, 10th & Indiana Streets (across from BN yard), 10am-5pm. Admission: $2, $5 per family. Send LSSAE to Wichita Falls Railroad Museum c/o Steve Goen, P.O. Box 8082, Wichita Falls, TX 76307.

**ST. LOUIS, MISSOURI,** September 16. McDonnell Douglas Railroad Club Swap Meet at South County Recreation Complex, 6050 Wells Road, 10am-3pm. Free admission; tables $10 before August 31, $12 thereafter. Contact: Bill Holmes, 1402 Langholm Drive, Florissant, MO 63031; 314/837-5664.

**TEMPLE, TEXAS,** September 16-17. CENTRA-MOD presents the Texas Train Festival at Frank Mayborn Convention Center, 10am-6pm Saturday, 12-6pm Sunday. Adults $2.50, ages 6-12 $1, under 6 free. Contact: Bob Winters, P.O. Box 2453, Temple, TX 76501.

**EDMONDS, WASHINGTON,** September 17. Swamp Creek & Western Railroad Club's 10th Annual Sooper Swap and Clinic at the Edmonds High School Cafeteria, 7600 212th Street SW. Adults $2, under 12 $1. Info and tables, contact: Roger Ferris, 211 Railroad Avenue, Edmonds, WA 98020; 206/283-0637.

**ALLENTOWN, PENNSYLVANIA,** September 24. NRHS Lehigh Valley Chapter Railroadiana and Model Railroad Show & Sale, 10am-4pm at Dieruff High School, Washington & Irving Streets (2 miles south of U.S. 22 at Airport Rd. exit). Admission $2, $3 per family. Contact: Paul A. Kuehner, P.O. Box 300, Laurys Station, PA 18059; 215/799-2530.

**GREENVILLE, OHIO,** September 24. Tenth Annual All Train Flea Market, 11am-3pm at Darke County Fair Grounds. Admission $1, dealer tables $10. Contact: Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356.

**PHILLIPSBURG, NEW JERSEY,** September 30. Toys, Trains & Collectibles Show and Sale, 9am-2pm at Commodore Inn, Route 22 East. Admission $3, tables $10. Contact: Charles Gallus, P.O. Box 1036, Doyleston, PA 18901; phone 215/847-8749.

**HARRISBURG, PENNSYLVANIA,** September 30. Keystone Model Railroad Historical Society Annual Fall Train Meet at Zembo Temple, 3rd & Division Streets, 9am-2pm. Sale tables and operating railroads, plus skin care demos for women. Adults $3, teens $1, tables $8. Spouses of active train member organizations free. Contact: Dr. Barry Sherman, 4700 Union Deposit Road, Suite 210, Harrisburg, PA 17111; 717/545-2003.

**RUTLAND, VERMONT,** September 30. Rutland Area Railroadiana & Model Railroad Show at the Vermont State Fairgrounds, U.S. Route 7 South, 10am-4pm. Adults $2.50, ages 6-12 $1. Contact: Nülo Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

# Railroadiana

BY BRUCE KELLY

### What's New

John Gruber, whose pioneering use of telephoto lenses and multiple camera sequences helped lead railfans toward more creative photography, has authored a 50-page 5½"×8½" softcover titled *Focus on Rails*, which with 34 nicely reproduced black & white photos provides a capsule history of the field and many of its major participants. There are chapters on turn-of-the-century rail photographers like Albert Bishop, Alex Green and Foster Adams, plus the more familiar artists such as Hastings, Shaughnessy, Steinheimer, Link, Benson, Kooistra and Plowden. Also mentioned are the editorial influences of R&R's Jim Boyd and *Trains*' David P. Morgan. This is a good way for railfans to become more familiar with some of the "brand name" photographers whose work is regularly featured in books and magazines. *Focus on Rails* sells for $4.50, plus $1.50 postage (Wisc. res. add 5% tax), from Mid-Continent RHS, P.O. Box 55, North Freedom, WI 53951.

The A.C. Kalmbach Memorial Library of the National Model Railroad Association has announced the publication of the *Index to the Miller Negative Collection*, an 84-page 8½"×11" comb-bound directory compiled by Bruce Metcalf. The Miller Collection itself contains over 4300 static locomotive views covering more than 100 railroads, and copies of the photographs are available for sale to researchers, publishers and railfans. Harold B. "Dusty" Miller developed the collection between 1934 and 1941; the black & white negatives range in size from 2¼"×2¼" to 2½"×4¼." For each image, the *Index* lists wheel arrangement, railroad class, builder, photographer and the date and location the picture was taken, and enclosed are prices and order forms for the photos. The *Index to the Miller Negative Collection* sells for $10.00 ($12.00 Canadian) postpaid from the Kalmbach Memorial Library, NMRA, 4121 Cromwell Road, Chattanooga, TN 37421.

Robert Del Grosso's *Burlington Northern Trackside Guide—From Pasco to East Glacier* is a 34-page 8½"×11" softcover describing BN's busy main line segments of former NP, SP&S and GN trackage from the desert around Pasco, Washington, north to Spokane and on across northern Idaho to East Glacier, Montana, by way of Marias Pass. Such pertinent information as Amtrak schedules, talking detector locations, road access and typical operations is provided along with 24 black & white photos and various maps to help lead visiting railfans to some of the finest photo locations in the Pacific Northwest. The guide sells for $8.95 postpaid from Robert Del Grosso, Rt. 4, Box 627-A, Bonners Ferry, ID 83805.

*Pictorial Railways of New Zealand* by Ken and Bill Cousins is a beautiful 8½"×10½" album-format hardcover featuring 144 glossy pages of color photography from that scenic twin-island land of the Kiwi. You don't need to be an avid NZR fan to appreciate 42-inch gauge diesel-electrics pulling mixed goods trains, local and express passenger consists and unit trains of coal, logs and intermodal containers—or the abundant 1960s shots of steam (including doubleheaders) in regular service. The settings range from mountainous terrain where the tunnels and immense viaducts rival California's Feather River Canyon, to the coastal stretches where the NZR hugs the blue waters of the South Pacific and the Tasman Sea. If there's any single book that will have railfans jetting their way to New Zealand, this is it. It sells for $38.00 U.S. at the current exchange rate ($59.40 in N.Z. currency) from Cass Publications, P.O. Box 79044, Royal Heights, Auckland, 8, New Zealand. Add $3.00 per book for surface postage to the U.S.; VISA and MasterCard are accepted.

### More on LAUPT and 8444

Bill Bradley's excellent 1979 tribute to Los Angeles Union Passenger Terminal titled *The Last of the Great Stations* is now available as a revised Golden Anniversary Edition from Interurban Press. This 120-page 8½"×11" album format softcover contains updated coverage of Amtrak's *San Diegan* push/pull cab cars along with the construction of Metro Rail facilities throughout LAUPT. Still, the revised edition features the same great black & white photography, excellent halftone reproduction and plentiful track diagrams as the original. Through the cameras of Kistler, Duke, Middleton and others we are taken through 50 years of AT&SF, SP and UP passenger service into L.A.'s grand


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terminal. The Golden Anniversary Edition of *The Last of the Great Stations* sells for $25.00 plus $2.00 shipping (Cal. res. add 6% tax, 6½% in L.A. county) from Interurban Press, P.O. Box 6444, Glendale, CA 91225.

Brilliant color photography of the Union Pacific's fabled 4-8-4 in action from 1965 to 1988 is spread across the 18 9″×11½″ heavy, glossy pages of *Union Pacific's 8444* by Harold Edmonson and David Goodheart. It's essentially a photo album of the 4-8-4's ongoing adventures as "the only steam locomotive . . . in continuous active service on a major railroad since the steam era ended in 1960," from the familiar stomping grounds on Sherman Hill to long-distance jaunts to Omaha, Boise, Kansas City, New Orleans, Portland and other points. Views include variations on 8444's black livery as well as the restored two-tone gray. The booklet sells for $6.00 from Goodheart Publications, P.O. Box 47131, Chicago, IL 60647.

### Calendar Call

We're barely halfway through 1989, and already the 1990 railroad calendars are coming in. Our first two samplings were delivered by hand from Publisher Nils Huxtable to the R&R staff at Bakersfield, California, during SP 4449's return run from the LAUPT celebration. Both are published by Steamscenes and are presented in 11½″×18″ foldout formats with a 7″×10″ or larger color photograph hung above each monthly calendar block. Modern steam, diesel and electric motive power highlights the "Passing Trains Calendar 1990", with beautifully reproduced color photos showing SP 4449 on its December '88 run down the Sikiyou Line, McCloud River SD38s, D&RGW K-36 482 on Tanglefoot Curve, a nine-unit WP freight, a stunning BN sunset view, UP 4-6-6-4 3985 at speed, Santa Fe units at Victorville, BCR's Tumbler Ridge electrics, Steamtown's CPR 4-6-2 2317, Conrail units on Rockville Bridge, L&NW F-units and a Mid-Continent doubleheader with WC&C 4-6-0 No.1 and Saginaw Timber 2-8-2 No.2 in the snow.

The "Seasons of Steam Calendar 1990" is devoted to the contemporary images of preserved British steam with color action views of Mid-Hants Railway "West Country" 4-6-2 *Bodmin*, Severn Valley's Ivatt 2-6-0, North Yorkshire Moors' P3 0-6-0, LNER V2 2-6-2 *Green Arrow*, an Irish 4-4-0, a Dart Valley GWR-design 0-6-0T, LMS Black 5 4-6-0 5407 on Scotland's Mallaig line, GWR 4-6-0 *Hinton Manor* crossing the Barmouth Bridge and *Clun Castle* at speed, Stanier's red LMS 4-6-2 *Princess Elizabeth*, Kent & East Sussex 0-6-0Ts doubleheaded and a Severn Valley 2-6-0 leading a Santa Special. Both the "Seasons of Steam" and "Passing Trains" calendars sell for $8.95 each (U.S. currency and postage paid in the U.S.) from Steamscenes, 2254 Lawson Avenue, West Vancouver, B.C., Canada V7V 2E4.

Forty years of Louisville & Nashville railroading is depicted in the "L&N 1990 Calendar" from the L&N Historical Society. It folds out to 11″×17″ and contains nicely reproduced black & white photos of L&N action including a J-1 2-8-2, an E7 on the *Humming Bird* departing Cincinnati, E6s and an FP7 on the main line and 4-8-2 400 on passenger, plus NC&StL "Stripe" 4-8-4 585, a Family Lines C420, Seaboard System's A-B-B-A Fs and a unit coal crossing Kentucky's Red River Viaduct, as well as roster views of an L&N 2-8-0, 2-8-2, 2-8-8-2 and the streamlined sleeper *Wild Pine*. It sells for $4.00 postpaid from the Louisville & Nashville Railroad Historical Society, Box 17122, Louisville, KY 40217.

### Custom b&w lab service

With so few railfans doing quality black & white photography these days, the custom processing and printing services now being offered by Jon Schaub should help many photographers to break free from their color-only world and shoot material that's more applicable to publication in R&R and other magazines—and possibly more rewarding from a creative standpoint. A professional photographer with more than ten years of experience in the field, Schaub provides a variety of services including: development of black & white films in 35mm, 120 roll, 220 roll and 4×5 sheet formats; contact/proof sheets; 4×5 copy negatives from prints; internegatives from 35mm, 120 and 4×5 color transparencies; reproduction quality prints on resin-coated glossy paper; and archival quality prints on fiber base paper. Based on prices shown in Jon Schaub's brochure, a typical run of 8×10 black & white photos would cost $3.50 for processing of the roll of 35mm film, and $4.50 for each image enlarged (additional copies of the same 8×10 cost $3.75).

The two sample 5×7s we received are sharp, nicely-exposed and have moderate contrast. Black & white photos of this quality would be more than welcome in RAILNEWS or PHOTO LINE. For a brochure and sample print send $1.00 to Jon Schaub, P.O. Box 2068, Dept. RF, New Hyde Park, NY 11040.


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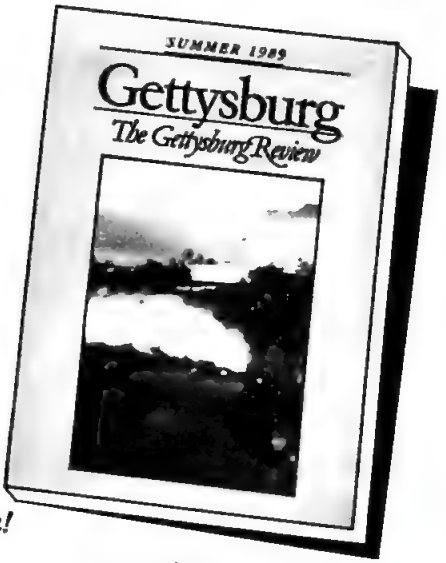


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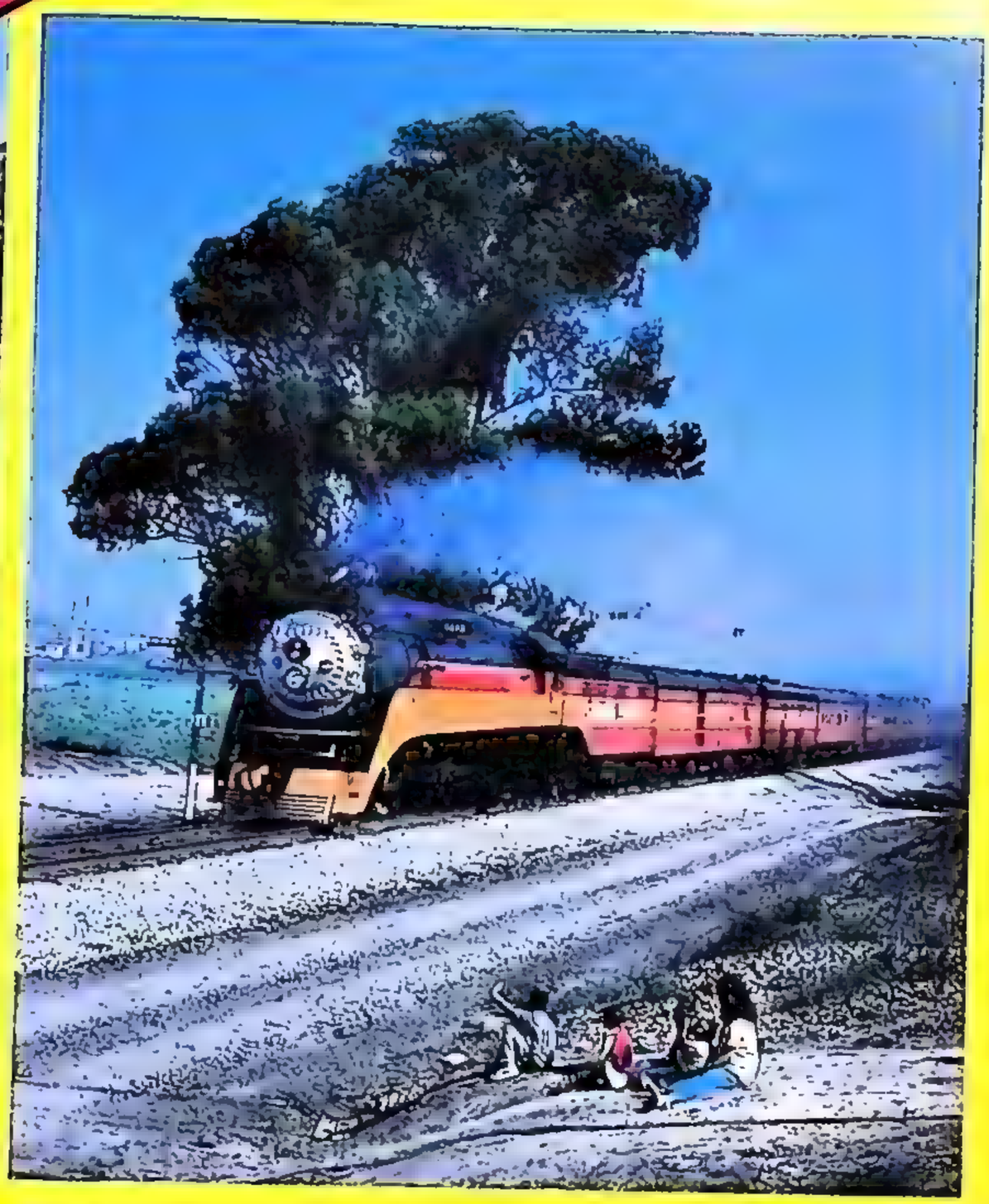
# Steaming to L.A.



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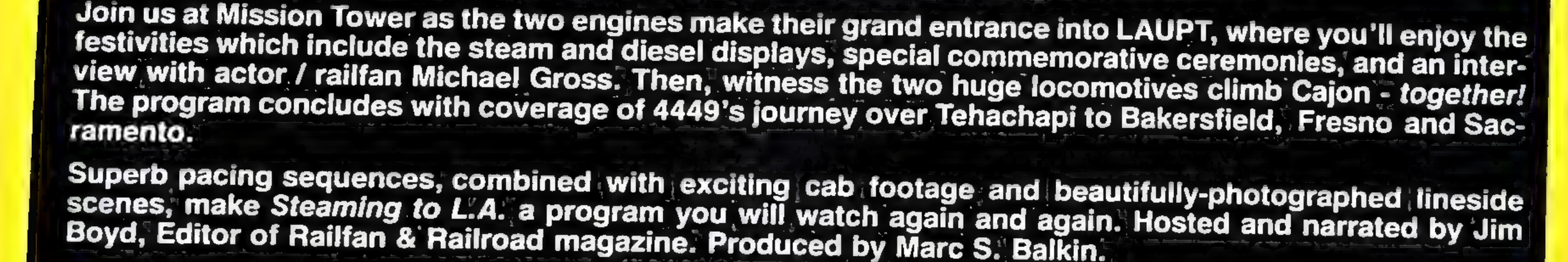
In May 1989, Southern Pacific "Daylight" 4-8-4 4449 and Union Pacific 4-8-4 8444 traveled to Los Angeles, California, to celebrate the 50th Anniversary of famed Union Passenger Terminal. Mark I Video camera crews were on hand to document the epic journey of these two great locomotives as they conquered mountain and desert to make a triumphant side-by-side entrance into the classic terminal. Dramatic steam action abounds as the colorful 4449 races down the highly scenic California coastline, while the powerful 8444 blasts up heavy grades and through twisting canyons.

Join us at Mission Tower as the two engines make their grand entrance into LAUPT, where you'll enjoy the festivities which include the steam and diesel displays, special commemorative ceremonies, and an interview with actor / railfan Michael Gross. Then, witness the two huge locomotives climb Cajon - *together!* The program concludes with coverage of 4449's journey over Tehachapi to Bakersfield, Fresno and Sacramento.

Superb pacing sequences, combined with exciting cab footage and beautifully-photographed lineside scenes, make *Steaming to L.A.* a program you will watch again and again. Hosted and narrated by Jim Boyd, Editor of Railfan & Railroad magazine. Produced by Marc S. Balkin.

This 90-minute program is offered at a *special introductory price* of $39.95, plus $2.50 postage and handling (orders shipped U.P.S. unless otherwise specified). *Orders must be received by September 1, 1989,* after which the regular price will be $49.95. Payment may be made via check, money order, MasterCard or Visa. Don't delay - order your copy today!



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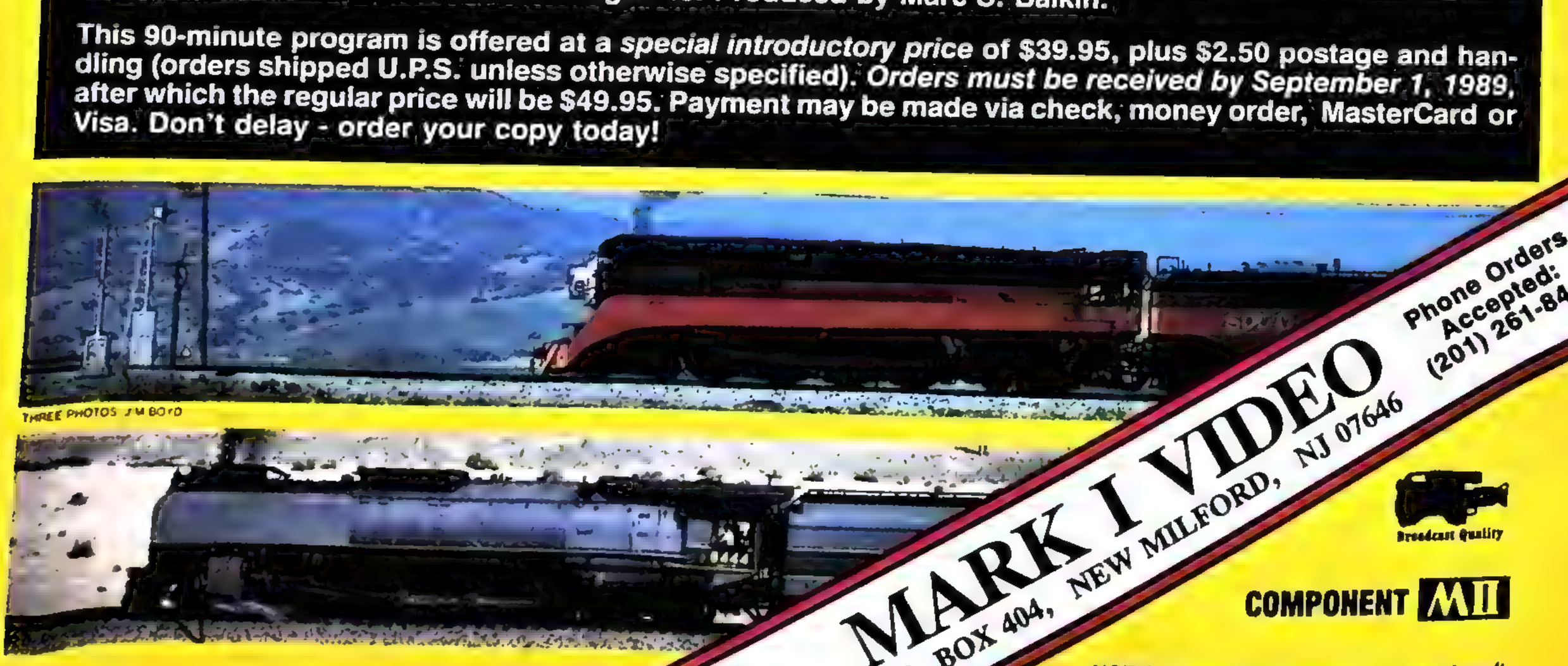

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**Traction Publications** **by Joe L. Diaz**

LONDON TRANSPORT UNDERGROUND OFFICIAL HANDBOOK, published by Capital Transport, is an 80-page 5¾"×8¼" perfectbound book providing an excellent view of London Transport's extensive subway network. This fascinating small book is very well organized into chapters dealing with every facet of the system: an overview of the operation, a brief history and a chronology of important dates—line by line including rolling stock, designs and equipment, maintenance, work equipment and future prototypes. Each of the ten lines is examined and illustrated. There are over 100 photographs, nearly all in color, and their reproduction is outstanding. Fare collection, line organization, signaling, power supply (including the employment of the four-rail system) and even the escalators and lifts are all intelligently explained, followed by a brief but interesting look at some statistics. Unfortunately, the system route maps are too small. Despite this one shortcoming, this is an outstanding publication in every way, giving the reader a marvelous view of a most interesting operation. It is available for $11.95 postpaid from The Map Factory, P.O. Box 12629, Seattle, WA 98111.

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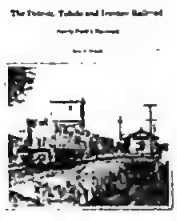

**The Detroit, Toledo & Ironton Railroad, Henry Ford's Railroad,"** by Scott D. Trostel, published by Cam-Tech Publishing, P.O. Box 341, Fletcher, Ohio 45326, 314 8¼"×11" pages, hardbound $44.95. **"The Detroit, Toledo & Ironton, Volumes I and II,"** produced by Green Frog Productions Ltd., 950 Bream Court, Marietta, GA 30068

A so-called "Fallen Flag," The Detroit, Toledo & Ironton was one of those fascinating "big little railroads." Its operations encompassing Ohio and southern Michigan, the DT&I gained prominence in the 1920s after being purchased by Henry Ford, who wanted direct control over a supply line of raw material in Ohio to feed his factories farther north. Ford's stamp was forever burned into the road's character, even though he controlled the DT&I from only 1920 to 1929.

And now, there is not only an excellent text published on the DT&I, but a set of two fine video tapes, as well. From author Scott Trostel and Cam-Tech Publishing comes a mammoth book chronicling the DT&I from its early beginnings as a narrow gauge railroad in southern Ohio to its emergence as a modern day operation with low-nosed second-generation Geeps. It is clear that Trostel has done his homework. There is extensive coverage of the unsuccessful electrification, the purchase of the Ann Arbor, mixed train operations and generally everything in between. It is profusely illustrated with every aspect of the DT&I, including passenger trains, locomotive facilities, heavy drags, mixed locals, roster shots, action shots and road construction photos . . . the works, all eventually leading to a chapter entitled "The Final Years." There are also extensive rosters from early steam to modern diesels as well as cabooses, passenger equipment and, most delightfully, various inspection automobiles that traded rubber for flanged wheels.

With all this under my belt, I popped the first of two DT&I Green Frog Production tapes into my VCR and began to see in action what Trostel had laid down on paper. Volume I begins with some wonderful black & white footage originally shot by Ford photographers in the 1920s, including a switcher drilling a cut of cars and what at first appears to be a typical solid coal train working its way along the main line. I say "at first" because all of a sudden I realized that the hoppers, as if stamped out by a cookie cutter, all had a white stylized Ford emblem emblazoned on their black flanks. Whatever one may think of the man, no one can argue that he didn't know how to promote himself.

The middle chunk of the tape has lots of excellent 1960s Emery Gulash scenes, his 16mm tripod-mounted camera recording squeaky clean GP9s, brand new GP38s, the one-time DT&I child Ann Arbor and the famous concrete arches that once held electrification wires. There is also the unexpected, as well. Besides the occasional shot of Gulash's Oldsmobile station wagon, there are a pair of leased Lake Superior & Ishpeming GE


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The two publications deal respectively with railroad development on Canada's eastern and western seaboards. **The Dominion Atlantic Railway** is the name applied to the Canadian Pacific's operations in the Province of Nova Scotia. These remain isolated from the rest of the system and currently much of the line is under threat of closure. This long-awaited volume includes coverage of the railway's 4-4-0s, 4-6-0s, 4-6-2s, 0-6-0s, various diesels, extensive bridges crossing wide estuaries, an industrial switcher and great views of the inter-working of the railway and shipping. It is now over 50 years since the last book on the **Dominion Atlantic Railway** was published but such is the interest in the line that Gary has started work on the second volume already. Timothy Horton's **The British Columbia Railway** is a natural sequel to his two previous volumes — **The Pacific Great Eastern Railway** — which covered the history of this line from its inception in 1912 until it changed its name in 1972. The current publication deals with the railway since 1972 and will be followed by a second and final volume. It is essentially a diesel work as the railway's steam power had all been retired by the time the new name was adopted. However, there are two excellent photographs of the "Royal Hudson" in operation between Vancouver and Squamish. The British Columbia Railway is one of the few main lines to operate a regularly scheduled steam excursion during the summer months.

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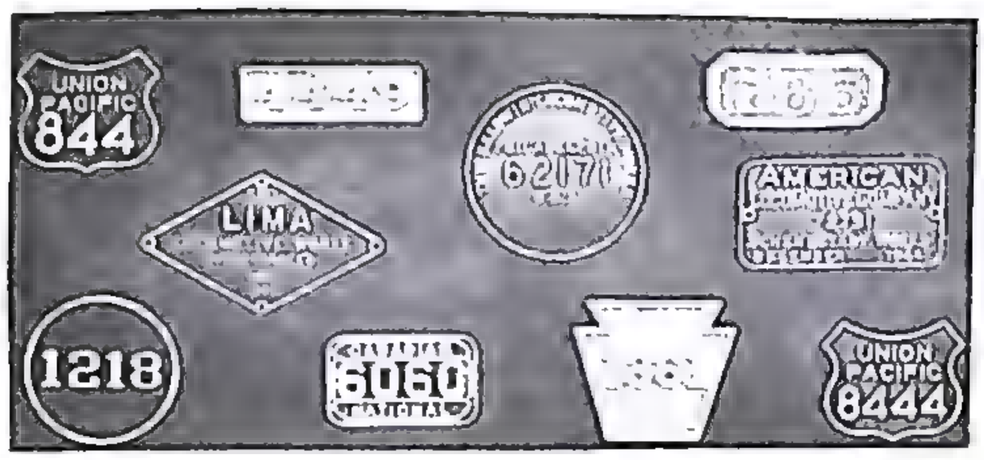


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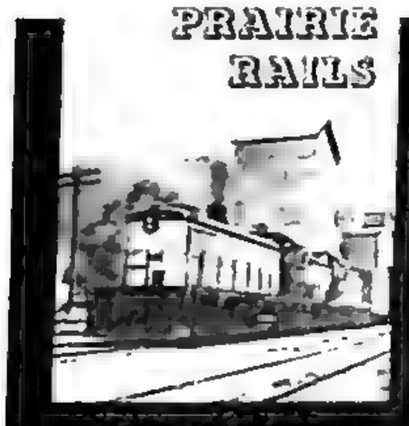


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U25Cs working a train past Diann, a Penn Central run-through and some beautiful train and sunset scenes. The last quarter of the tape has a bit more modern stuff from the video camera of Steve Neff. And in case I got lost, Green Frog thoughtfully provided a small map of the DT&I to help me figure out where the action was.

Volume II contains plenty of excellent Steve Neff work, culminating with the Grand Trunk Western absorption and gradual physical takeover of the road, the camera concentrating on the slowly disappearing DT&I and the various paint scheme modifications that it caused, finally emerging as a new part of the GTW. Both tapes are well done with good editing and video quality. Also, the producer has done a commendable job dubbing sound to the silent 16mm Gulash footage.

If you're interested or think you're interested in the DT&I, you can either pick up the book or the tapes and be well educated. Obtain both and become an authority—DAVID C. LUSTIG.

### Book Reviews

**Steam at Oakville: A Day on the Oakville Subdivision**, by Allan Paterson and Dick George, published by The Boston Mills Press, 132 Main Street, Erin, Ontario, Canada N0B 1T0; 268 8½"×11" pages, hardcover, $35.00.

The 40-mile stretch of Canadian National main line along the north shore of Lake Ontario between Toronto and Hamilton has always been one of the busiest tracks in Canada. Opened in 1855 as part of the 5'6" gauge Great Western Railway and later becoming part of the Grand Trunk Railway, the line finally wound up as the Oakville Subdivision of the Canadian National, with the town of Oakville at its midpoint. The Oakville Sub was especially interesting during the great era of steam, when the Canadian Pacific had running rights over the CN line. Pooled locomotives from the Toronto, Hamilton & Buffalo and New York Central also ran through, providing a rich variety of motive power.

This book is essentially a photographic presentation of rail traffic on the Oakville Subdivision throughout the last 20 years of steam operation (1939-1959). Contrary to its title, *Steam at Oakville: A Day on the Oakville Subdivision* doesn't actually show the rail traffic on the line in one day, but rather the variety of locomotives that one might have seen there in a given day. Author George explains it like this in his Introduction: "Where else could one see Hudsons from four different railroads before noon, seven different classes of Mikados, a range of Pacifics that covered 42 years of locomotive development, two types of Jubilees and all but one subclass of the largest group of 4-8-4s on the continent?"

The first 25 pages summarize the 104-year history of the line, and throughout the main body are 286 beautifully-reproduced black & white photos, each with an informative caption. In addition to the numerous three-quarter roster and action views are photos of locomotives at the CPR and CNR terminals in Toronto and Hamilton.

Four appendices contain reprints of CNR employee timetables from 1949 and 1956, a list of the 27 passenger train movements

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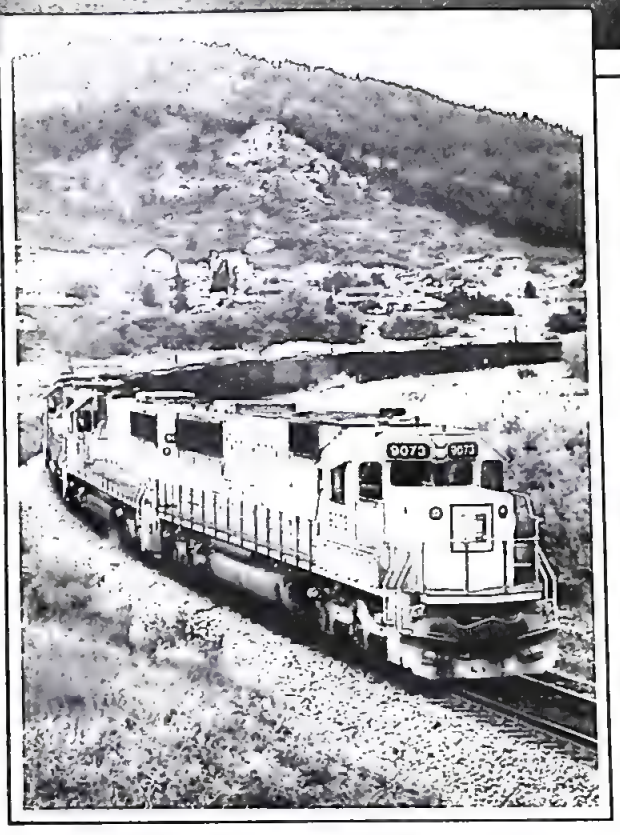

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over the Oakville Subdivision during one day in 1948, and a breakdown of motive power assignments for September 1952. Four maps are used to further describe the line, with details of the yards, engine terminals and major junctions. The crowning touch is a Wentworth Folkins painting on the dust jacket, depicting a dramatic three-engine meet with a CPR 4-6-0, CNR 4-8-4 and TH&B 4-6-4 at Oakville.

Authors Al Paterson and Dick George are well known Ontario rail photographers who lived in the Oakville area during the period represented in the book, and it's their personal insight that helps make this something to be enjoyed by most fans of main line steam action. It's a *must* for fans of Canadian steam in particular—JOHN RIDDELL.

# Videos

BY MIKE DEL VECCHIO

## New Arrivals

"Santa Fe Salute," produced by Hopewell Productions, 1714 Boardman-Poland Road, Suite 15, Poland, OH 44514, is a well-produced fast-paced look at "Chico's railroad," the Santa Fe. Beginning with the early history of the AT&SF, this tape is loaded with both contemporary and vintage video footage of first and second generation diesels. Particularly impressive are a 90 m.p.h. cab ride in a set of Warbonnet F-units, several runbys with Alco PAs and a "Farewell to the PA" fantrip. Hopewell puts you in the caboose of one of the Santa Fe's first and famous "Super C" high speed, cross-country piggyback trains powered by F45s. This is a very enjoyable main line oriented tape. 60 minutes, $39.95.

"Guayaquil & Quito Railroad," produced by Berkshire Productions, P.O. Box 575, Brunswick, OH 44212, is narrow gauge steam at it best. The Berkshire crew visited South America with Trains Unlimited Tours' Chris Skow to ride the 3'6" gauge G&Q Railroad. Baldwin 2-6-0s and 2-8-0s are featured separately on a run that climbs over 11,000 feet into the Andes with grades of up to 5%. The footage is a combination of runbys, pacing and footage from the train, including scenes shot from a boxcar roof, the tender deck and the locomotive pilot. This program is well photographed and edited with professional MII equipment. 60 minutes, $39.95.

"RPO Fast Mail Rail Video Magazine," produced by the Yampa Valley Mail Production Company, 1020 9th Street, Greeley, CO 80631, is what its title claims, a rail video magazine. Volume 1, Number 1 is now available with features on "Colorado & Southern 1950s steam," "The *Denver Zephyr*," "Last Steam to the Moffat Tunnel," "CSS&SB 1960s" and "Burlington's Raceway in Chicago." There are also regular departments like a look at railroad artists in "RPO Art Gallery," a "Train of the Month," a segment for modelers on collecting Marx tinplate model trains and a fascinating tour of the Handlan-Buck company in St. Louis, Missouri (a major manufacturer of kerosene markers, lanterns and class lights during the steam era). The original belt-driven factory has been purchased and is again manufacturing kerosene markers and switchlamps with the same machinery and tooling as it did in the 1920s. Restoring a factory to manufacture the same products today with the same techniques and machinery as it did 70 years ago is truly preservation.

This program blends vintage movie footage and present day video as needed. The features are narrated, and in some segments a commentator is present. Overall, the production is good and like railroading itself will become more refined as time goes on. Yampa Valley plans to release new tapes on a bi-monthly basis. 120 minutes, $49.95.

"First Run to Fond du Lac" is one of two new releases by East End Productions, P.O. Box 645, Fox Lake, IL 60020. Taking a slightly different approach to steam locomotive documentaries, this program focuses on the Wisconsin Central and its interesting, if brief, history of passenger movements (a few private car outings and detours of Amtrak's *Empire Builder*) and shows the Frisco 4-8-2 1522's mid-1988 excursions and freight-hauling ferry moves from the railroad's point of view. Each of the freight and passenger trips is covered, both from lineside and from the cab. 45 minutes, $35.00.

"Windy City Hotspots—McCook, Illinois" is the second new release from East End Productions and the first in a new series highlighting busy Chicago-area junctions. This tape features the crossing of the AT&SF main line out of Chicago with the B&OCT/Indiana Harbor Belt and other nearby action. Santa Fe provides most of the action with hot, fast intermodal trains, but also shown are CSX and IHB trains on their lines and also Conrail, Grand Trunk, C&NW, Soo Line and the Belt Railway of Chicago Alco C424s and GP38s. The plentiful action, easily followed narration and well though out camera angles keep the program interesting. East End Productions uses professional quality cameras and editing equipment. 25 minutes, $32.00.

"ES&NA Railfest '86" is the first of two releases by Richardy Productions, 3239 South 90th East Ave., Tulsa, OK 74145. The Eureka Springs & North Arkansas is a quaint little tourist railroad in Eureka, Arkansas, which features cabbage stacked, wood burning 2-6-0 No.1 or oil burning 2-6-0 201, on a variety of mixed, freight and passenger trains. Special consists and extra trains were run for its 1986 Railfest. The freight equipment includes wooden flat cars, two-bay coal hoppers, vintage tank cars, boxcars and a wooden caboose. The rural railroad and weathered vintage equipment really captures the flavor of an old-time, steam-era short line. The ES&NA presently does not plan to repeat this event. Although shot and edited on professional quality VHS equipment in 1986, the show is well put together and presented and a good buy for the money. Mention R&R when ordering any tape from Richardy and receive a free baseball-style cap. 34 minutes, $29.95.

"My Railvideo Scrapbook, Volume 1" is the second release from Richardy Productions. It features a collection of contemporary main line video action from various parts of the country including Rio Grande trains in western Colorado, post-UP-merger Missouri Pacific, Burlington Northern and Santa Fe action around Oklahoma, views of Amtrak in Missouri and the *California Zephyr* in Colorado, the Ringling Brothers and Barnum & Bailey "Red Unit" circus train and the Tamper P811S track renewal

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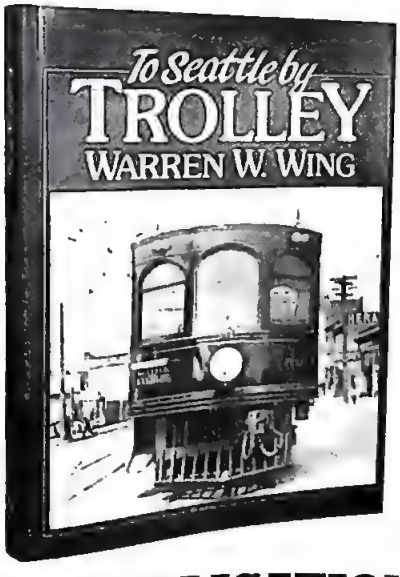


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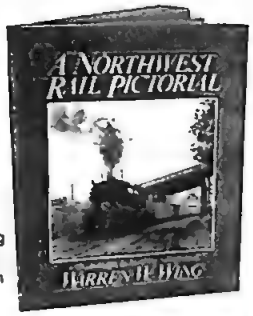


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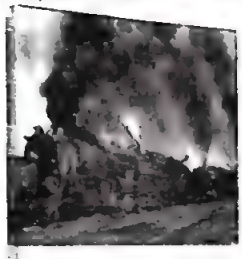


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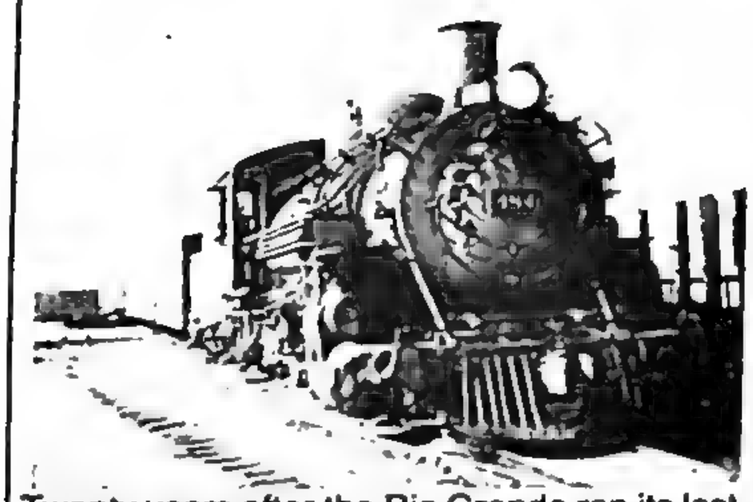

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system. This program, released earlier this year, was shot on ¾". Don't forget to mention R&R and get the free cap. 60 minutes, $34.95.

### Feature Reviews

**"Missouri-Kansas-Texas,"** produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109, VHS or Beta, VISA and MasterCard accepted, 60 minutes, $49.95.

There always comes a time in this hobby when one arrives upon a scene a little too late to experience a given rail operation first hand. For many, this scenario will be played out along the Katy as fans looking for the railroad's image will find it rapidly replaced by that of the Union Pacific.

Fortunately for us, Pentrex has produced a nice video covering the modern Katy just prior to its merger with the UP. Filmed in 1988, it follows numerous road freights over the main line between Texas and Kansas City. Beginning at Ray Yard in Denison, Texas, we follow the Katy north to the Red River bridge. In a short time the BN, UP and Katy run several freights ranging from coal to TOFC. Miles to the north at Checotah, a southbound UP job makes a nice smoky lift out from a meet with a Katy northbound. We continue north passing through Parsons, Kansas. Here at the mechanical heart of the railroad, we observe the last trace of Alco: re-engined RS3m 143. Coverage continues north to the shared trackage with BN to Kansas City. Here, we see Katy's last active F-unit, cabless booster F38M 401B, sandwiched between second generation EMDs. From this point we return to Fort Worth and follow the line to Galveston. Coverage here consists of street running and pacing.

Motive power is dominated by Katy's green EMDs, with a handfull still wearing previous owners' paint schemes ranging from Penn Central black to ICG orange and white. The UP and BN also get into the act, showing off a mix of EMD and GE power.

Photography ranges from good to excellent, with a nice use of the zoom lens to exemplify Katy's rolling terrain. Weather cooperated with most scenes benefiting from sunny skies. The video quality is excellent. Pentrex has successfully captured the Katy in its final year, and fans that missed seeing the road first hand now have the opportunity to do so with this video—BRIAN PALMER.

**"This is My Railroad,"** produced by Roundhouse Video, 5416 Bissonnet, Bellaire, TX 77401; 713/667-7762. VHS, SuperBeta, Beta and Video 8, 58 minutes, $49.95.

There was a time in American railroading when management really wanted to let the public know what the industry was all about. To that end, various means were employed, and for the Southern Pacific, one avenue was to present a 1947 movie entitled "This is My Railroad."

Top billing was given, naturally, to the Espee. But given a strong footing were the thousands of employees that daily transformed an inanimate corporation into a living, breathing entity with a soul. And this just-short-of-an-hour show, originally designed as a public relations piece for "civilians," bares that soul very well.

For the fan, there is fine action of *Daylight* passenger trains, Cab-Forwards working through the Tehachapi Mountains, rotaries on Donner Pass, engines being serviced and work trains . . . you name it. The director and the film editor tried, and succeeded, to show the broadest combination of equipment and terrain.

And as important as the trains are to us today, interspliced with all of this are first-hand accounts of what the various employees of a 1947 railroad did to earn their pay. Perhaps a little stilted by today's editing techniques and sophisticated motion picture/video equipment, these cameos of how people kept the freight and passenger trains flowing smoothly are an indispensable and priceless peek back at not just railroading, but America in general 40 years ago.

Picture quality and sound have been cleanly reproduced with state-of-the-art laser technology, making this self-tribute to the SP a joy to watch—DAVID C. LUSTIG.


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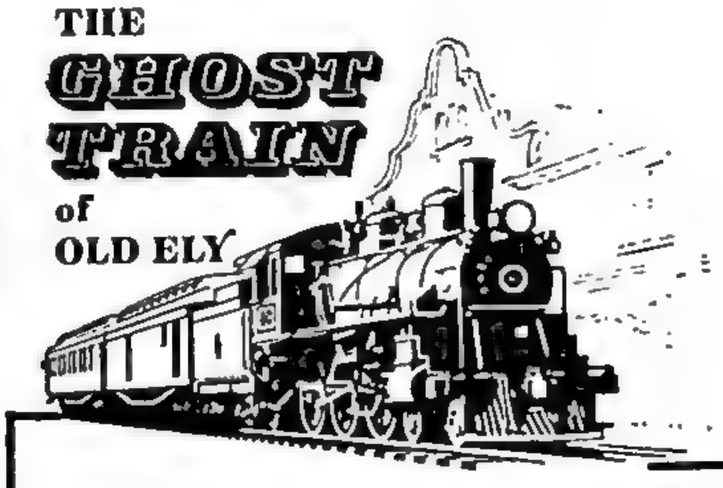

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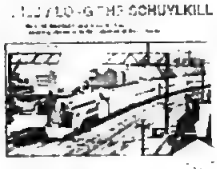

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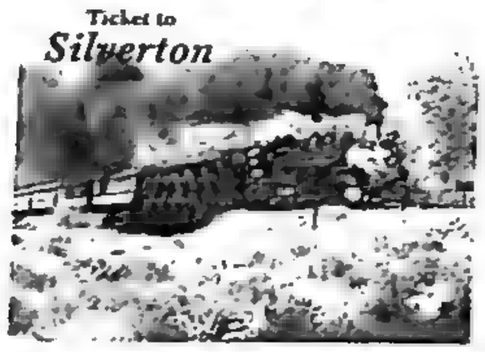


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# Transit Currents

## 20 Years of Success for

February 15, 1969, saw Port Authority Transit Corporation begin its high speed rail service between Lindenwold, New Jersey, and 16th and Locust Streets in the center of Philadelphia. Much has happened over 20 years. The PATCO trains have carried over 210 million riders and operated over 118 billion passenger miles without serious passenger injury or fatality. Better yet, the trains have maintained a 98.5% on-time record. Over the years, PATCO has covered 85% of the $229 million operating costs from revenues. This exceeds the average of the public transit industry by 75% to 80%. PATCO has not received any federal, state or local financial operating assistance and has had only five fare increases in the 20 years, and none within the last six years, nor are there plans for a fare hike in 1989.

PATCO is looking ahead to 1989 as the highest ridership year since the shortage of gasoline in the mid-1970s. There is still some talk of construction of several branches to the PATCO system. These would provide routes to Moorestown, Ashland and Woodbury Heights. Congratulations to PATCO and thanks to John C. Spychalski for the news.

By the way, Vukan Vuchic, Professor of Transportation Engineering at the University of Pennsylvania, calls PATCO one of the great transit successes in the world. You don't hear much about PATCO, which is a shame, because it's busy doing its job rather than getting into the headlines or into trouble.

Though it has been a long time since the old Pennsylvania-Reading Seashore Line or its successors offered connecting service from PATCO to Atlantic City, Amtrak has just reopened the line to the East Coast's answer to Las Vegas and Reno (see page 32). Passengers bound for the casinos can now change from the PATCO trains to Amtrak at the Lindenwold station.

### MBTA Orders New Commuter Cars

The commuter rail business in the Boston area served by the Massachusetts Bay Transportation Authority has been growing by leaps and bounds. Travel on the commuter lines radiating out of North Station and South Station has doubled since the early 1980s. To meet this demand for transportation, March 1, 1989, saw the announcement of MBTA's purchase of 126 additional commuter rail coaches. Seventy-five of the cars will be double-deckers. The majority of the money for buying the cars was authorized in the State Transportation Bond Bill passed by the Massachusetts legislature and signed by Governor Michael Dukakis in April 1988. About a third of the money will come from the federal government.

The double-deckers will be the first of their kind to operate in Boston and are being built for the MBTA by Nissho Eyiwai Inc. and Kawasaki of Kobe, Japan. With an eye to the future, the MBTA has an option to buy an additional 70 of the bi-level coaches. The cars are still in the final design stage and may have as many as 185 seats. The deliveries should start in 1990, and the first of the cars should be deployed in fall 1990; that year will also see 51 new 122-seat single-level cars added to the MBTA fleet. Bombardier of Canada will supply the single-deckers, which are to begin arriving in Boston in February 1990. This order is on top of 40 Bombardier cars placed in service in 1987 and 56 more that will join the MBTA fleet in summer 1989. MBB of West Germany supplied 67 coaches to the commuter rail fleet in 1987-88.

### Sacramento Expands Service

Tom Matoff has not stood still since he became the general manager of the Sacramento Regional Transportation District. Tom is very sensitive to the consumer, and he is making some major changes in Sacramento transit service to better meet consumer needs. Late evening light rail and bus service were scheduled to start in April 1989, and buses will operate hourly from downtown until 10:10 p.m. RT Metro trains will operate every half hour until close to midnight on the service to Butterfield and until nearly 1:00 a.m. to the Watt/I-80 terminal. This is a great improvement because, up to now, trains have been ending rail service around 7:00 in the evening.

There are some new bus routings that will make better connections with the rail line, including a route that will connect the terminals at Watt/I-80 and Butterfield and run via the Sunrise Mall. Double tracking of the light rail line has been carried out at an accelerated rate. Rail west of the Marconi-Arcade station was being installed during the early months of 1989. Thanks to Corbin S. Kidder for the news.

By the way, Corbin Kidder heads up the National Association of Transit Consumer Organizations at 442 Summit Avenue, No.2, St. Paul, MN 55102. I know he would like to hear from you if you are interested in improvements in transit service in your community.

### San Diego's East Line

Roger Jenkins has been kind enough to send some information about the San Diego East Line. It was slated to open on Sunday, May 14, as far as the La Mesa Spring Street Station, which is near State Route 94 and has commuter parking available. The rest of the extension on to El Cajon is scheduled to open on June 24, 1989. Whether or not the final opening will be on schedule is a matter of debate, but both openings are well ahead of schedule as well as under budget.

Roger writes that the contractors handling construction work on the outer end ran into problems with spring water at, of all places, Grossmont Summit, which is the highest point on the line! Inner portions of the line have been completed since December 1988.

The San Diego Trolley has a new office

BY GEORGE M. SMERK

# PATCO's Lindenwold Line

building. The offices of the Metropolitan Transportation Development Board headquarters are at 12th Street next to the car barn. San Diego is a great example of what can happen in light rail transit if you put your mind to it.

### South Shore Bankruptcy

The Northern Indiana Commuter Transportation District (NICTD) intends to buy the Chicago South Shore & South Bend Railroad. The writer is, as most readers know, a member of NICTD's Board and is appointed by the governor of Indiana to represent the people of the state. NICTD officials have discussed the purchase thoroughly with the administrator of the Urban Mass Transportation Administration in Washington, and the federal government rightly insists that there be a business plan developed. The plan should address how the property would be obtained and what NICTD intends to do with it. NICTD has hired Temple, Barker & Sloan, a consulting firm, to develop the business plan, which is to be delivered to the NICTD management and board by May 1. NICTD is negotiating with the Stratford Partners, who manage the South Shore Railroad in the best interest of Citicorp, the major lender to the Venango River Corporation, which owns the South Shore.

Meanwhile, on April 7, 1989, the South Shore declared bankruptcy. The sudden move was caused by Northern Indiana Public Service Company temporarily shutting down one of its power plants. This means NICTD will be negotiating with a trustee in bankruptcy. NICTD will use funds it has husbanded over the years as a match against the federal grant for the purchase of railroad. The likelihood is very strong that the initial purchase will be in conjunction with a private sector firm; NICTD will probably contract to acquire the railroad from that firm as the money from the federal government becomes available to the Commuter District.

On May 1, 1989, Chicago attorney Leroy Inskeep was named by the U.S. Trustee to be the trustee in bankruptcy for the South Shore. Meeting with the management of the NICTD, Inskeep was cool to the idea of joining with NICTD in petitioning the ICC to extend its order allowing the South Shore to discontinue all passenger service on May 31. NICTD was successful before bankruptcy judge John Schwartz in Chicago. On May 5, Judge Schwartz ordered the railroad to continue passenger operations until July 31, 1989. This will give time for NICTD and the trustee to come to an agreement for continued passenger service until the bankruptcy ends or the railroad is sold. NICTD still intends to purchase the South Shore.

There were several questions about the NICTD/South Shore article in the April 1989 TRANSIT CURRENTS. The policy of the district has been that it will install high-level platforms at all of its busy stations. The Randolph Street Station was renovated under the initial federal capital grant to improve the South Shore Railroad, and high-level platforms, as in the past, are in place at the Chicago terminal. The former South Shore station in Gary was torn down to make room for a new exit and entrance to the Indiana Tollway. The project involved the Indiana Department of Highways, the Tollroad Commission and the city of Gary. NICTD had no

STEVE BARRY

**ON THE DAY BEFORE** opening of Amtrak's service to Atlantic City, a press trip with push-pull equipment stopped at the PATCO Lindenwold station. This was Monday, May 22, 1989, and Amtrak opened its high speed service between Philadelphia and Atlantic City over the old Pennsylvania-Reading Seashore Line on May 23 (also see page 32).


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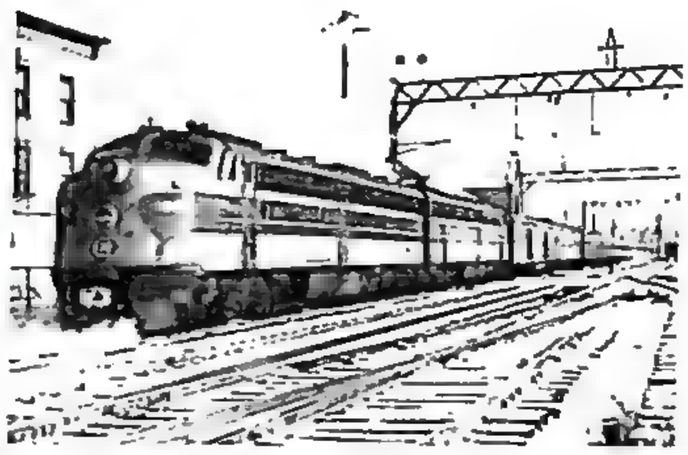

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# Transit Currents

BY GEORGE M. SMERK

part at all in building the new station, which was unfortunately built with low-level platforms. NICTD did build the new station at Dune Park, and it is outfitted for eventual high-level platforms. The reason that both Gary and Dune Park do not presently have the high-level platforms is that the South Shore Railroad strongly objected to the possibility of such platforms snagging South Shore freight trains. There are ways around this, but they are expensive. Gauntlet tracks are likely to be installed at those stations where high-level platforms will be constructed when NICTD owns the railroad. Hammond and East Chicago are candidates for high-level platforms in Indiana; in Illinois, the Hegewisch station will eventually have high-level platforms.

What about the plan for a new South Bend terminal? The Michiana Regional Airport is located a short distance north of the South Shore Line trackage as it approaches the present terminal at Bendix Drive. A long freight spur takes off from the main line of the South Shore about ¾-mile or so west of the Bendix Drive Terminal. This line runs to the east on the north side of the Bendix plant; it then makes a 90-degree turn to the north and runs on the east side of Bendix Drive for a mile or more. About a half mile north of the Bendix plant it parallels the Michiana Airport property, which has its eastern boundary at Bendix Drive. At this point the passenger line will cross Bendix Drive and head west into the airport terminal building. That plan has been on the drawing board since 1977. The airport commission has had money for the multimodal terminal for many years, and NICTD thought that it would build the airport extension about three years ago. At that point the South Shore Railroad wanted to build the line directly in from the south. This would have been shorter but it would have passed directly through a residential area. That the proposal achieved nothing but intense opposition from local residents.

The downtown interests in South Bend want the South Shore Railroad to terminate at Union Station, close to downtown and along the Conrail line. That would be costly and would involve a great deal of cooperation with Conrail. The present freight line past the airport is in fairly good shape except for one short area and is still electrified. The project into the Michiana Area Regional Airport would not be terribly expensive by today's standards because so much would be on existing track.

### 1989 Hoosier Traction Meet

Good news! The Sixth Annual Hoosier Traction Meet will be held on Saturday, September 9, 1989, at the Holiday Inn at Union Station in downtown Indianapolis. Proceedings will run from 10:00 a.m. to 10:00 p.m., with meal and refreshment breaks. The main theme will be the lines of Cincinnati, Dayton and the Ohio-Indiana network. Earl Clark will present a current world review of light rail, and yours truly will give a rundown of the latest goings on in the transit industry. Sunday morning will be spent at the Indiana Transportation Museum at Noblesville, followed by a visit to Dr. Howard Blackburn's O gauge model garden railway.

For more information, or to send your $6.00 fee, write to Hoosier Traction Meet, 2958 Westridge Avenue, Cincinnati, Ohio 45238, or call 513/661-0042.

### Flashes

The **FORT COLLINS** Municipal Railway Society notes that restored Birney Car No.21 has carried a total of 48,937 riders on the Fort Collins Municipal Railway System since it began operation in 1985. The Society is planning to extend the line on Mountain Avenue a block and a half to the east during 1989. For more information contact Fort Collins Municipal Railway Society, P.O. Box 635, Fort Collins, Colorado 80522.

The Tri-Rail commuter service between **MIAMI** and West Palm Beach has had problems with reliability. Amtrak trains have priority, and train dispatchers have allowed Amtrak to take the line ahead of Tri-Rail trains, thus delaying the commuters. Several trains will be added at noon time, with a new midday service between Hialeah and West Palm Beach in order to boost ridership. The Tri-Rail service operates 18 trains a day on the 67-mile system. At first the trains ran only in the morning and evening rush hours. Ridership has averaged 3092 a day since the start-up on January 9.

There is also a lot of heat under the collar in Florida's Tri-County area. Tri-Rail has been threatened by a potential pull-out by **BROWARD COUNTY**, which is right in the middle of the whole operation and is sorely vexed by the location of the Fort Lauderdale airport station. Surely, clear heads will eventually prevail. Thanks to Joyce Ingalls for the information, and to Fortin Powell, who notes in his letter that political infighting and normal teething problems are besetting Tri-Rail. He notes the substantial cuts in federal funds for local feeder buses that help make the rail system work. Don't try to figure out whether federal government mass transit policy makes any sense in the Age of Gridlock.

**KANSAS CITY**, Missouri, should be added to the list of those cities that are considering a return to streetcars, or, as the modern phrase goes, light rail transit. Kansas City is in the proposal stage. The first phase would be a loop on Main Street and Grand Avenue from Crown Center to the City Market. A second phase would follow an old streetcar line south from Crown Center to the Plaza, Brookside and on to Waldo. The third phase would run east on Linwood Boulevard, then south along the Bruce R. Watkins Drive that is now under construction. Thanks to John C. Spychalski for the news.

**PLEASE SEND** traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

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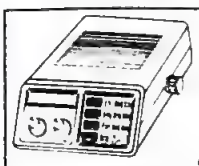

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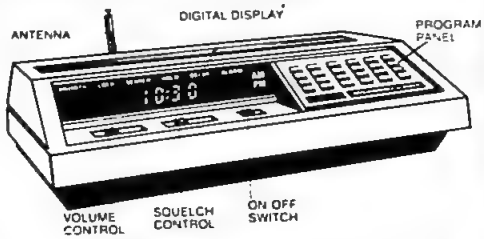


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# Railnews

**CANADA'S FPA4 FINALE** The end came quickly for VIA Rail Canada's FPA4 fleet in March 1989. It was expected that the traditional MLW/Alco cab units would continue in regular service until VIA's new F40PH-2s were delivered by GMDD, but before the new units were ready, the Canadian government acted on its demand that by April 1 all VIA locomotives would have to be equipped with Reset Safety Control (an electronic, high-tech version of the deadman pedal) and event recorders. As a cost saving move, VIA chose not to equip its 13 remaining FPA4 cab units, gambling that the new F40PH-2s would arrive prior to the deadline.

The final train in Canada to be led by an FPA4, Ottawa-Montreal No.38, arrived Montreal at 9:55 p.m. on March 31, pulled by the 6789. By midnight, the MLW cab units were relegated to trailing status, and VIA turned desperately to CN to lease aged GP9s and more modern GP40-2Ws equipped with RSC. The CN units took the point on VIA's trains, while the trailing FPA4s provided steam heating. In a matter of weeks, the A units were gradually retired, with the 6789 and 6783 holding out until their shutdown at Montreal in early May. As of mid-May, five VIA FPB4s remain in service, but the era of Alco/MLW cab units in Canada is all but over now—KEN GOSLETT.

**THE END OF THE KETTLE VALLEY** Canadian Pacific has suspended operations on its longest subdivision, the 177.8-mile Princeton Sub in southern British Columbia. The line, running from Spences Bridge on the CP main line south to Penticton, was the last operating segment of the legendary Kettle Valley Railway. Several "last runs" occurred during the Princeton Sub's final months. Regular operations to Penticton ended on March 8, 1989, while the last actual movement on the line took place nearly two months later. An unexpected work extra ran all the way from Merritt (39 miles south of Spences Bridge) to Penticton on May 8 and returned the following day. The purpose of this train was to top off the fire protection water barrels on the numerous bridges and to pick up rail and other material at various locations. The finale took place on May 12 as upgraded GP9 8245 pulled more than 30 cars from Merritt to Spences Bridge.

Recently, inbound traffic had been nearly non-existant; outbound loads of lumber and woodchips originated at mills in Okanogan Falls, Princeton and Merritt. For several years, the woodchip traffic has all been diverted to highways, and the recent opening of the new CP Rail truck-to-rail lumber transfer facility near Kamloops sealed the fate of the Princeton Sub.

Competition for the abundant mineral and forest resources from J.J. Hill's Great Northern Railway in the early part of this century spurred the CPR to build its "Second Main Line" across southern British Columbia; the Kettle Valley Railway was an integral part of this line. The trackage comprising the current Princeton Sub was built by the Kettle Valley with the exception of the portion between Princeton and Brookmere, which was built by rival GN and later bought by CPR—ROBERT G. HUNTER.

**PITTSBURGH'S PAT** On April 28, 1989, the remaining Port Authority of Allegheny County (PAT) service between Pittsburgh and Versailles, Pa., was discontinued, six months to the date after the commuter line's board of directors voted to shut down in response to lagging patronage. Average daily ridership on PAT during 1988 hovered just slightly above 800 passengers, while in 1982 there had been better than 1500 daily riders.

Express bus service has replaced PAT's rail operation on the 18-mile ex-B&O line, idling F7As 6690 (page 2) and 6691. The units were built for SP but were later owned by the Wellsville, Addison & Galeton and rebuilt by GE in 1981.

**GE "SUPER 7"** To promote the development of a new line of rebuilt locomotives, General Electric has built six "Super 7" series demonstrator units (page 2) wearing variations of the LMX gray, white and red livery. Although all six units have the new Dash-8 style carbody, three (2000-2002) are former B23-7s (Western Pacific) and three (3000-3002) are former U30Cs (two SR and one UP). The new model designation for the rebuilt B23-7s is "Super 7-B23" and "Super 7-30C" for the former U30Cs.

Basically, GE is completely overhauling these older units for resale or lease. Each unit is stripped down to the bed plate and completely rebuilt including new wiring, many new components and a new fabricated Dash-8 style carbody. The rebuild retains its original model prime mover and horsepower rating.

Super 7-B23 2000 was the engineering prototype built at GE's Erie, Pa., facility. It left Erie in early April 1989 and made its first runs on the Buffalo & Pittsburgh Railroad in western Pennsylvania. The other five units are being built by Morrison-Knudsen in Boise, Idaho, under close GE supervision. The 2000 wears a slightly different nose striping than the Boise-builts, and the Super 7-B23s retain the WP's EMD Blomberg trucks. The 3001 was the first of the Super 7-30Cs released and arrived at Erie from Boise in late May. GE is planning to tour these units extensively. They have already run on the B&P and Monongahela, and stints on Conrail, BN and UP are planned.

**R.J. CORMAN** Only 22 miles south of Louisville, Kentucky, off the former L&N main line, operates a new dinner train powered by a dressy maroon and silver pair of back-to-back FP7s. Proudly named "My Old Kentucky Dinner Train," it runs on the R.J. Corman Railroad's 18-mile former-L&N Bardstown Junction to Bardstown branch. The two FP7s are former-Southern fantrippers 3496 and 3497, renumbered to 1940 and 1941. The three-car stainless steel train consists of two coaches and a newly renovated kitchen car (see page 2).

Between May and October trains run daily except Monday, and all trains depart from the pre-Civil War passenger depot at Bardstown. The 35-mile round trip takes roughly two hours. With no wye at Bardstown Junction, the diesels run around their train for the return trip. The luncheon train departs at 11:00 a.m., and two dinner trains depart at 5:15 and 8:15 p.m. Winter weekend runs are planned, and complete schedules can be obtained from: My Old Kentucky Dinner Train, P.O. Box 279, Bardstown, KY 40004.

**THE CENTRAL MICHIGAN** Operating on 230 miles of former Grand Trunk Western trackage north and west of Durand, Michigan, the Central Michigan Railway has added five ex-MoPac U23Bs (4500, 01, 02, 05 and 06) to its fleet of four ex-B&O GP40s rebuilt by Mid-America Car Co. (Kansas City) as GP38s (CM 8801-04). Acquisition of the GEs (CM 8901-05) will permit the return of leased GTW GP9s. All units presently in service now wear CM's black livery with white nose stripes and stylized CM logo on the long hood. CM U23B 8902 is unusual in that it sports a "spartan" cab applied by MoPac (page 2).

A new entity under control of the Detroit & Mackinac, the CM was created on September 4, 1987, with the purchase of GTW's Grand Rapids Subdivision between Durand and Muskegon and the Saginaw Subdivision between Durand and Bay City, with extensions to Midland and Essexville. Current weekday operations see a Bay City-to-Durand turn and turns out of Muskegon and Durand which meet and swap cars en route. Detroit & Mackinac Alcos have also been known to show up on the CM.

**IF C&NW ROLLS, UP WILL ROCK** On May 12, 1989, Union Pacific announced that it had acquired an option to purchase the Iowa Interstate Railroad should Japonica Partners Ltd. succeed with its attempted takeover of Chicago & North Western's corporate parent CNW. Japonica offered $44 a share for CNW Corp. stock in a March takeover bid, gaining 8.8% of CNW's outstanding stock, but CNW countered by holding the door open to other potential bidders until a June 2 deadline. Richard Kilroy, chairman of the Railway Labor Executive's Association, representing most of C&NW's unions, asked Congress and the federal government for protection after learning of Japonica's plans to sell off portions of the railroad after it completes the takeover.

The UP, which depends on the C&NW for its rail connection between Fremont/Council Bluffs and Chicago, fears that track and operating conditions could falter under Japonica management, and if the C&NW link collapses completely, UP traffic to Chicago would have to be routed via Kansas City or St. Louis. To preserve its access to Chicago, UP is turning the calendar back two decades and considering the purchase of the former Rock Island Council Bluffs-Chicago main line, which is now operated by the Iowa Interstate. In 1975 the

KEN GOSLETT

**CANADA'S FPA4 FINALE** ocurred at 9:55 p.m. on March 31, 1989, with the arrival at Montreal of MLW 6789 leading VIA No.38 from Ottawa. The FPA4s were retired instead of having new safety devices installed.

ROBERT G. HUNTER

**THE END OF THE KETTLE VALLEY** Railway, which had become CP's branch from Spences Bridge to Penticton, B.C., came on May 12 when GP9 8245 cleared the last cars from the line, shown northbound near Clapperton.

Rock Island fell into bankruptcy after holding off for over a decade while the regulatory agencies debated its merger with the UP. In 1980 the RI ceased operations completely, though many of its key lines were sold off (UP just acquired a sizable chunk operated by the OKKT in the Katy merger). The IAIS owns 375 miles of ex-CRI&P track from Council Bluffs, Iowa, east to Bureau, Illinois, and continues into Chicago on 114 miles of trackage rights over CSX.

**DISASTER IN SAN BERNARDINO** "The unluckiest neighborhood in America," were Dan Rather's words during the May 25, 1989, broadcast of the CBS Evening News in reference to the double destruction caused by the May 12 derailment of a Mojave-to-Long Beach SP freight near Bench siding on the outskirts of San Bernardino, California, at the foot of Cajon Pass. Four people were killed in the train wreck: the conductor riding the lead unit, the brakeman in the third unit and two boys whose home was crushed by one of the locomotives. The worst fears of fire experts were then realized on May 25 when a gasoline/aviation fuel pipeline beneath the wreck site ruptured and exploded into an enormous blaze, killing two more people, injuring 26 and further destroying nearby residential homes.

According to initial reports, the disaster unfolded as follows: the train departed Mojave with 69 loads of sodium carbonate, a mineral component of potash. Paperwork showed the train's weight to be approximately 6151 tons, indicating the cars should be only 60% full, but after the crash, clerks at Mojave reported they saw at least 25 cars on the train which were loaded to capacity (Rio Grande 100-ton hoppers). With four road units on the point and two helper units on the rear end, the crew began their descent of the roughly 25 miles of 2.2% gradient down Cajon Pass apparently unaware that they were handling about 3000 tons more than the paperwork showed. According to the railroad's operating rules, the 6151-ton train with six units and four operating dynamic brakes (one on the road set and one on the helper were not working), the train could have safely entered the grade at 30 m.p.h. If the actual tonnage figures had been used, the safe entry speed would have been more like 20 m.p.h. The train likely held its speed down most of Cajon Pass through curve resistance on the cars, but once on the straight track below Blue Cut the speed began to build up. The helper engineer then dumped the brakes into emergency, adding little to the effectiveness of the air brakes (onboard event recorders showed that the brakes went into emergency eight miles before the crash with no reduction in speed). That emergency application, however, tripped the PC (pneumatic control) safety switches on the units, shutting them down electrically and deactivating the dynamic brakes. One of the crewmen radioed a distress call that the train was running out of control at 90 m.p.h., and at 7:43 a.m. the head end derailed on a 30-m.p.h. curve, careened down a 30-foot embankment and plowed into eleven homes.

On top of the obvious task of searching the wreckage for victims, rescue workers expressed immediate concern over the 14-inch Cal-

# Railnews

Nev underground pipeline running along the right of way, which carries petroleum fuels from Colton to Nevada. Efforts to divert 400,000 gallons of highly pressurized gasoline into storage tanks were hampered by a faulty valve, so the use of heavy cleanup equipment in the vicinity of the pipeline was similarly delayed. Nearly two weeks later, on May 25, the pipeline did indeed explode, emitting enough radiant heat to set ten homes and the adjacent dry creekbed ablaze. It was not immediately known whether the pipeline had already been ruptured as a result of the derailment or if it was accidentally damaged during the removal of debris.

Although the local newspapers immediately jumped on some previous minor speed violations on the part of some of the crew members, evidence is beginning to build that the incorrect tonnage calculations may have "set them up" for trouble long before the first brakes were applied on Cajon Pass. It will remain for a thorough investigation and the National Transportation Safety Board's report to fix the true cause. Anything said or printed before that is educated speculation.

**IN OGDEN, UTAH** Repeating a scene that could only have taken place for a very short time in 1969, UP's "Big Jack" DDA40X 6916 and "Big Blow" gas turbine 26/26B stood next to each other (page 67) under the new locomotive shed at Ogden Union Station at midnight, May 12, 1989—the eve of the dedication of the structure as part of the State Railroad Festival, to be celebrated with the arrival that afternoon of UP 4-8-4 8444 and its train on a special round trip from Salt Lake City during its move from Los Angeles to Portland, Oregon.

One of 30 such 8500-h.p. gas turbines built by GE between 1958 and 1961, the 26/26B housed an 850-h.p. diesel engine in its cab segment for yard movements and ignition of the turbine, while the B segment housed the turbine and main generator. Carrying fuel for the gas turbines were converted tenders taken from "Little 800" 4-8-4s. With the gas turbines traded in or deadlined during 1969, the 26/26B and twelve sisters were purchased by Intercontinental Engineering Manufacturing of Kansas City, which tried but failed to rebuild the turbines as prime movers for river towboats. In July 1987, IEM donated the unit to the Ogden group; the remaining turbines were scrapped, except for the 18/18B, which was donated to the Kansas City Railroad Museum and the 28/28B, which went to the Illinois Railway Museum.

Cosmetic restoration of the Big Blow for the May 12 festivities came right down to the wire, with Scotchlite lettering still being applied during the midnight photo shoot. The Ogden Historical Society, which has developed a museum around these and other railroad artifacts (including UP 0-6-0 4436 and SP 0-6-0 1297), has targeted a Big Boy as their next acquisition to complete their UP Super Power troika. Negotiations are under way with the Forney Historic Transportation Museum in Denver for their UP 4-8-8-4 4005—BLAIR KOOISTRA.

***ATLANTIC CITY EXPRESS*** Tuesday, March 23, 1989, saw the start of Amtrak's new Philadelphia-Atlantic City service described in June and July 1989 RAILNEWS. As expected, the five daily round trip *Atlantic City Express* trains consist of Amfleet coaches and First Class cars with an F40PH and newly-rebuilt Metroliner cab car for push/pull operation. Amtrak President W. Graham Claytor, Jr., was on hand at Atlantic City on Monday, March 22, for a media preview of the new service, with VIP trains from Washington and New York joining the display train (which then made Tuesday's first revenue run) at the Atlantic City station. A radio ad campaign blurbed, "this is how the good times roll!"

**AMTRAK'S BOMBARDIER CARS** Arriving just in time to bail Amtrak out of its nationwide car shortage, the first order of 50 85-foot "Horizon Fleet" cars began emerging from Bombardier's Barre, Vermont, plant in early April 1989. This order involves 44 coaches and six food service cars. With their standard Pullman design externally resembling NJ Transit, Metro-North and ConnDOT commuter cars, the new Amtrak cars have interior configurations similar to existing Amcoach and Amdinette cars. To introduce the new Bombardier cars, a special train consisting of two Horizon Fleet coaches spliced by an Amdinette was run by Amtrak (pull/pull style with a single F40PH at each end) round trip between Chicago and Detroit May 9-10, then round trip between Chicago and St. Louis May 11-12, with daytime displays at these stations and at Springfield, Illinois.

The Horizon Fleet cars will go into service in the Midwest, releasing Amfleet cars for use in the Northeast and to replace Superliners on the *San Joaquins*. Despite the delivery of its Horizon Fleet, Amtrak will still be needing every available Heritage Fleet car on the eastern routes during the 1989 summer tourist season. On the West Coast, Caltrans will fund the purchase of two more F40PHs and the lease of six coaches and three food service cars from the upcoming second order of Horizon Fleet cars to equip an additional round-trip *San Joaquin*.

**UTAH RAILWAY** Going from traditional white, SP gray and BN green to basic black, the Utah Railway has created a new paint scheme for its ex-SP SD45s and ex-BN F45s (October '88 R&R). SD45 9147 (page 2) was the first to be repainted in the new solid black with white nose stripes and lettering at the Martin, Utah, shop. It will be followed by SD45 9146. The new livery is an effort to do away with the Utah power's SP look.

**THE FIRELESS COOKERS** Pennsylvania Power & Light's coal yard switching duties at the Shamokin Dam power plant in Sunbury, Pennsylvania, were being handled by the company's Porter 0-6-0 "fireless cooker" steam locomotives during the latter half of 1988 after their Alco S3 diesel suffered a main generator failure (March '89 RAILNEWS). On January 5, 1989, former-SP SW9 1194 was delivered from National Railway Equipment as a partial replacement for the fireless cookers. In light tan paint with brown striping (page 67), the SW9 is now numbered 1088 and lettered for "Sunbury Steam Electric Station." It features a chopped cab roof (for tight clearance in the power plant coal dumper) yet retains its SP headlight package. Although the 1088 will be able to single-handedly shuttle coal cars between the power plant and the Conrail interchange, one of the fireless cookers may need to be steamed up next winter to help cycle incoming loads through the coal thawing sheds.

**ARCATA & MAD RIVER** California lost its oldest railroad, the Arcata & Mad River (often called the "Annie & Mary"), when the line was purchased from Simpson Timber by the Eureka Southern in late 1988. It was a revival of sorts, however, as the A&MR was abandoned in May 1985, a victim of the battle between area lumber firms and SP subsidiary Northwestern Pacific. Rail lumber shipments declined after the NWP had initiated a $1200 surcharge for each carload.

Service was restored to the A&MR route on February 1, 1989. While EUKA Geeps bring the road traffic into Eureka on the former NWP, operations on the A&MR trackage north of Eureka as of March 1989 were being handled by ex-Central California Traction GP9 70 (nee Reading 618) and ex-CCT RS1 80 (nee Spokane International 207). The A&MR's three GE 44-tonners 101, 102 and 104, were still on the property at press time, but EUKA has them up for sale.

Originally opened on December 15, 1854, as the Union Wharf & Plankwalk Co., the line was laid with redwood rails, and its first means of motive power was a white horse named Spanking Fury. No doubt there was little flexibility in figuring horsepower-per-ton ratios. The A&MR extends 7.5 miles from the interchange at Korblex (north of Arcata) past the mill and railway museum at Blue Lake to Korbel. Primary freight is forest products—TOM SAVIO.

**STEAM ON TUNKHANNOCK VIADUCT** A three-party cooperative agreement has been reached among the Steamtown National Historic Site, the Lackawanna County Rail Authority and Walter Rich, president of the New York, Susquehanna & Western Railroad, enabling Steamtown excursions to run out of Scranton in 1989. The steam-powered trains (no diesels) will run from Scranton north (railroad west) to Kingsley, Pa., on the former-DL&W main line to Binghamton. This trackage was purchased by the D&H in 1972 and is now run by the NYS&W as part of its overall operation of the bankrupt D&H.

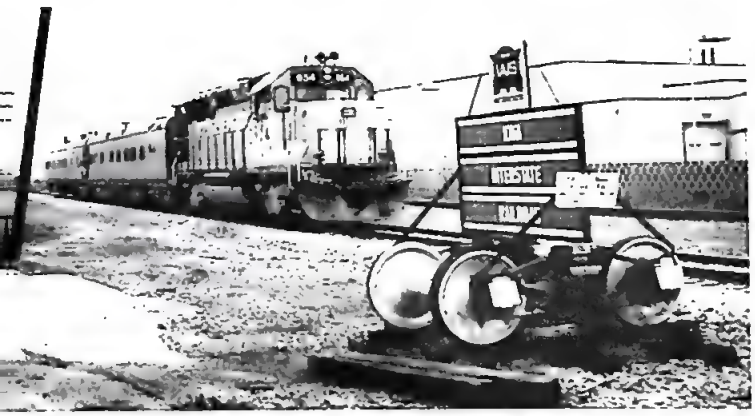
Steamtown's plans to operate its own line south to Moscow, Pa., this year were scrubbed when an inspection revealed six bridges which needed structural work. Since two of the bridges involved are between the Lackawanna Hilton station and the D&H connection,

STEVE BARRY

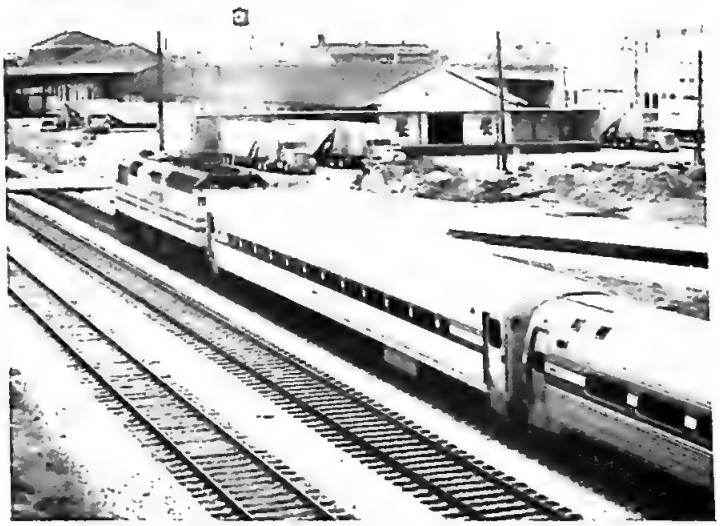
DAVID A. SMETKO

***ATLANTIC CITY EXPRESS*** service was premiered for the media and local dignitaries on March 22 at Atlantic City, N.J., where the push/pull Amtrak trains were in sight of the Sands, Claridge and Bally's casinos.

MARK ZAPUTIL



**IF C&NW ROLLS, UP WILL ROCK.** Following a purchase option, the Union Pacific ran an inspection train over the Iowa Interstate Railroad, shown here at Rock Island, Ill., on May 19, 1989.



**AMTRAK'S BOMBARDIER CARS** have finally arrived. Shown departing Chicago on May 9, the first two coaches from the 50-car order were linked by an Amdinette and displayed at major Midwest stations through May 12.

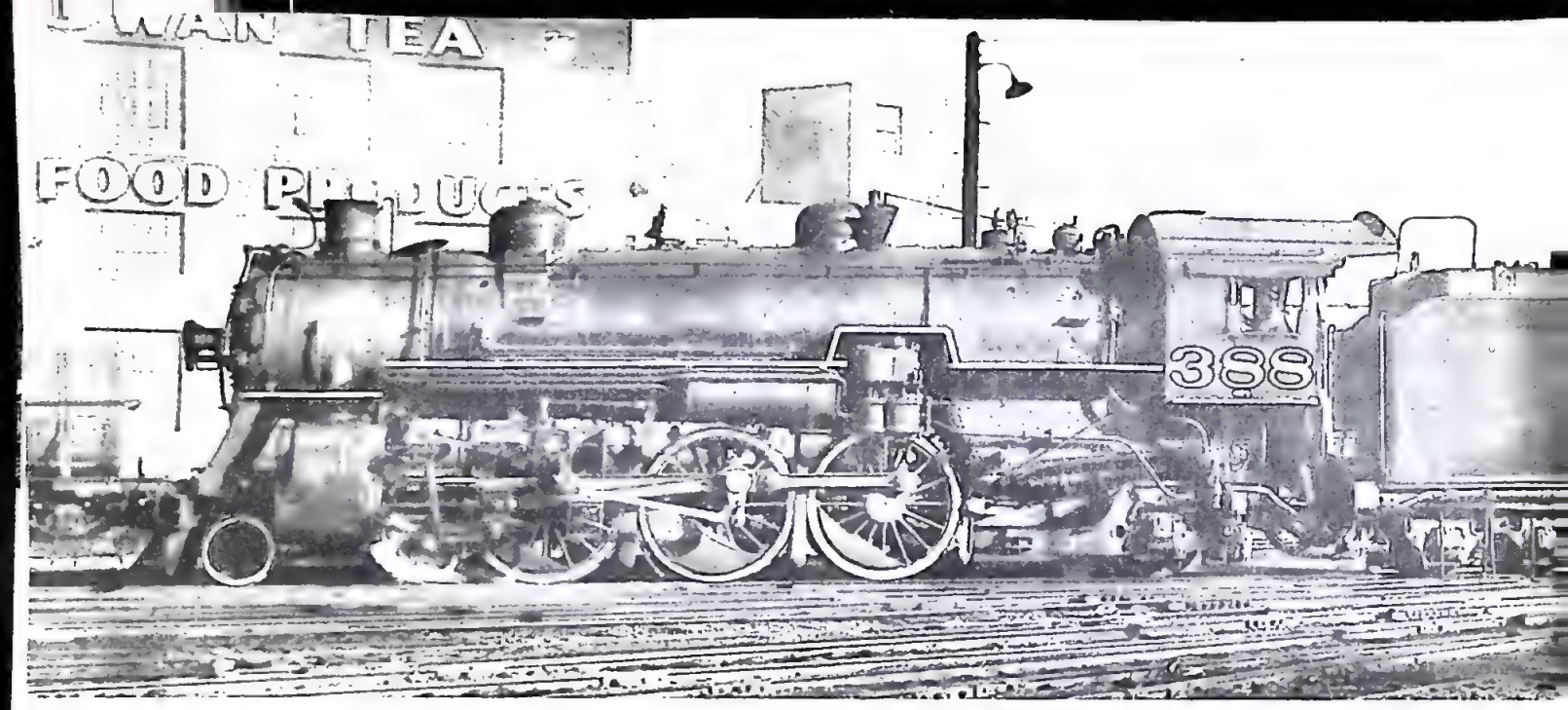
plans are for Steamtown trains to depart from a new platform to be built along the D&H main line just west of the Hyde Park Wye. With the locomotive facing uphill, trains will climb the 1.2% grade over Clarks Summit, pass through the 3600-foot Nicholson Tunnel, cross the 2400-foot-long and 242-foot-high Tunkhannock Viaduct and then traverse Martins Creek Viaduct before arriving at the former-DL&W depot at Kingsley. With no turning facility available, the steam locomotive will run around its train and back downhill for the return trip.

For the 1989 season (July 1 through October 29) one scheduled train will depart Scranton at 1:00 p.m. on Fridays, Saturdays, Sundays and major holidays. The adult fare is $6.00, and $4.00 for kids. The 28-mile round trip is expected to take 2½ hours.

As of this writing, CPR G3 Pacific 2317 was being readied for opening day, and six-car trains are planned using Steamtown's open window coaches. Steamtown 2-8-2 1271 (ex-CN 3254) is also serviceable and may see use later in the season. Superintendant Dr. John Latscher says that the locomotives will be restored to their original liveries as soon as possible.

According to the agreement, the Park Service will supply equipment "as needed" to the NYS&W for the excursions, which will run as NYS&W trains. Presently, there is only one scheduled freight train each way each day over that line (RPPY/PYRP), and the schedules normally should not conflict with the passenger trains, which NYS&W says will "have priority." The six car consists should permit a capacity of 450 riders. If the demand is there, extra trains will be run, even on off days. Charters are also available. A full-time NYS&W general manager for the steam operation is expected to be named shortly.

To announce the new Steamtown agreement, Walter Rich supplied a first class passenger train from which Congressman Joseph McDade (who sponsored the legislation which created the Steamtown National Historic Site) held a press conference at D&H's Taylor Yard on April 28, 1989. Immediately following the announcement and brief speeches, the five-car special powered by Dash 8-40B 4006 took reporters and invited guests on a tour of the excursion route up to the Kingsley depot. Public excursions are scheduled to begin on Saturday, July 1, 1989.




# Remembering The

## Part Two: Motive Power of the Missouri-Kansas-Texas.

**by J. Parker Lamb**

The Missouri-Kansas-Texas became part of the Union Pacific on August 12, 1988, and it wasn't long before its green with yellow stripes began giving way to Armour yellow. The Katy contributed a modern fleet of relatively conventional diesels to the UP's stable, and the few unusual units, like re-engined RS3Ms and an upgraded but "blinded" F-unit, didn't last long in the Omaha camp. But from its modernized 4-4-0s to its last GP39-2s, the Katy rostered an interestingly varied fleet of locomotives over the years.

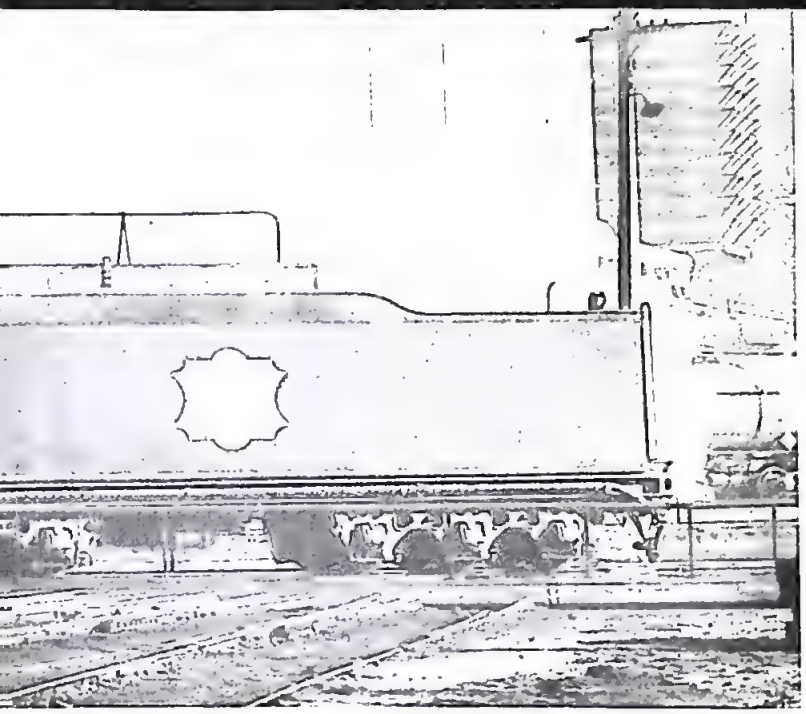
The evolution of Katy motive power contains as many surprises as the development of the railway itself. Having relatively few grades and generally light rail, the Katy never bought any large steam power. The road went through World War II, for example, with a roster of about 450 steam locomotives, the newest of which had been constructed in 1925 and only one-third of which were outshopped after World War I.

Wheel arrangements included 66 six- and eight-wheeled switchers, over 120 Moguls and about 40 2-8-0s. The primary freight haulers were 154 heavy Mikes, while 62 heavy Pacifics handled main line passenger trains; local passenger runs were trusted to one of the na-

### Missouri-Kansas-Texas 1948 STEAM ROSTER

| Number | Type | Drivers | Cylinders | Pressure | Weight | T.E. | Built |
|---|---|---|---|---|---|---|---|
| 5, 10, 13 | 0-6-0 | 50" | 19 x 26 | 180 | 144,700 | 28,700 | Baldwin 1911 |
| 14-36 | 0-6-0 | 57" | 21 x 26 | 180 | 151,200/161,600 | 30,750 | Alco 1904-10 |
| 39-68 | 0-8-0 | 51" | 25 x 28 | 185 | 212,300 | 53,950 | Lima 1920, Alco 1923 |
| 70-79 | 0-8-0 | 51" | 26 x 28 | 200 | 244,000 | 63,100 | Lima 1925 |
| 476-596 | 2-6-0 | 63" | 20 x 28 | 210 | 170,000 | 31,750 | Alco/Baldwin 1902, 03, 06 |
| 608 | 2-8-0 | 56" | 21 x 26 | 180 | 172,200 | 31,300 | Baldwin 1900 |
| 622-644 | 2-8-0 | 61" | 24 x 30 | 195 | 223,000 | 46,950 | Alco 1910 |
| 656-666 | 2-8-0 | 56" | 21 x 26 | 180 | 167,700 | 31,300 | Baldwin 1894 |
| 669-670 | 2-8-0 | 56" | 22 x 28 | 200 | 192,000 | 41,100 | Baldwin 1902 |
| 702-770 | 2-8-2 | 61" | 26½ x 30 | 195 | 287,500 | 57,250 | Alco 1913-14 |
| 836-920 | 2-8-2 | 61" | 28 x 30 | 195 | 315,000/324,000 | 63,900 | Alco 1918, Lima 1920, 23 |
| 306-315 | 4-4-0 | 69" | 18 x 24 | 180 | 123,000 | 17,200 | MKT 1925 |
| 350-356 | 4-6-2 | 73" | 24 x 28 | 200 | 242,000 | 37,550 | Alco 1911 |
| 358, 365 | 4-6-2 | 73" | 22 x 28 | 210 | 242,000 | 33,150 | Alco 1910 |
| 359-364, 366 | 4-6-2 | 73" | 24 x 28 | 200 | 242,000 | 37,550 | Alco 1910 |
| 367-376 | 4-6-2 | 73" | 24 x 28 | 200 | 254,000 | 37,550 | Alco 1912 |
| 377-412 | 4-6-2 | 73" | 25 x 28 | 210 | 272,000 | 42,750 | Alco 1915-17; Lima 1920, 23 |

ROSTER reprinted from February 1948 *Railroad* Magazine



EVERETT L. DeGOLYER JR.

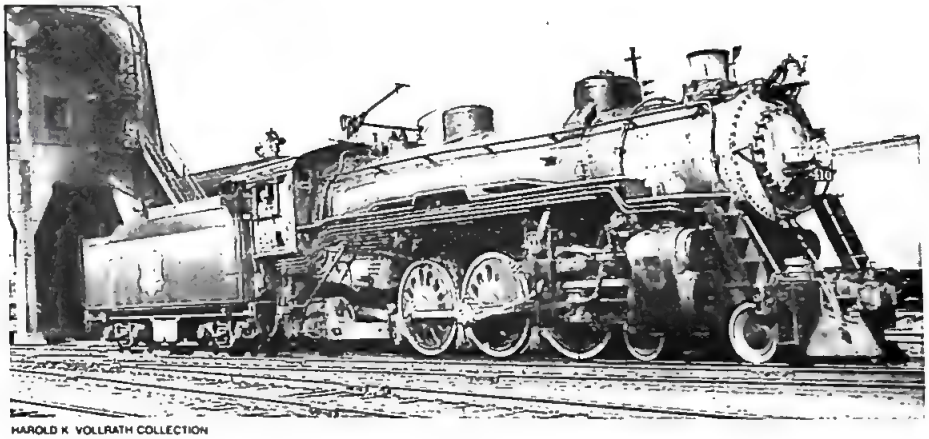
RAIL PHOTO SERVICE

**HANDSOME PACIFICS** and Mikados were the Katy's standard road power. The 388 was at Dallas (left) in 1938 and at speed (above) on the *Bluebonnet* in suburban Dallas on July 19, 1941. Note the disc drivers on sister Pacific 410 (below). Mikado 866 was at St. Louis on September 27, 1947.

# Katy

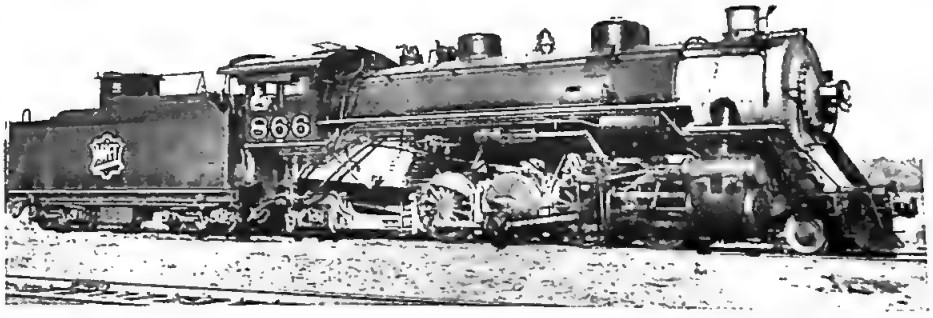
tion's last groups of 4-4-0s, ten engines assembled by Parsons shops in 1925 which, along with 40 0-8-0s, were the road's newest locos.

When it came time to dieselize after World War II, the MKT pursued a badly-flawed strategy. Empowering its traffic department rather than its mechanical department to order new locomotives, the road began receiving Baldwin switchers (six DS4-4-10s) in late 1946, and by the end of 1951 rostered a total of 170 units. Apparently the traffic office believed that all diesels were alike under their shrouds, since these initial purchases covered 14 different models from all four of the other builders (Alco, EMD, FM, GE). In all there were four switcher models, four B-B road switcher models, two B-B cab



HAROLD K. VOLLRATH COLLECTION

R.J. FOSTER / CHARLES T. FELSTEAD COLLECTION




CHARLES T. FELSTEAD COLLECTION

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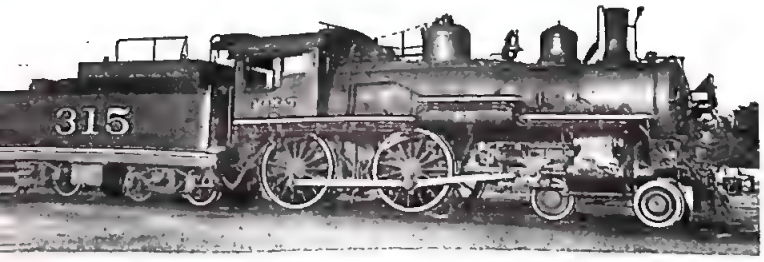


**THE NEWEST ENGINES** on the Katy were the 4-4-0s rebuilt at Parsons and the big Lima 0-8-0s bought new in 1925. The 0-8-0s were delivered as 101-110 and later renumbered 70-79.

**THE SOUTHBOUND** *Katy Flyer*, en route from St. Louis to Dallas and San Antonio, paused at Parsons, Kansas, with a heavyweight consist and brand new E8s in 1950.

unit models and four A-1-A passenger models. Within the next five years another 50 units were delivered—and they brought seven more new models to the roster!

Such a wide diversity of builders led naturally to a parts inventory problem which was compounded by the road's ineffective shop workers who failed to become proficient with the new breed of motive power. Thus, by the mid-1950s, less than ten years after it began to dieselize, the Katy found almost half of its units on bad order and finally realized that it would have to improve and simplify its roster through a major rebuilding program. Therefore, in 1956 all but four of the road's 19 Alco FA1s and FA2s were sent to either EMD or Alco (two units) for new power plants while, between 1958 and 1960, twelve Baldwin switchers (one S12, the rest DS4-4-10s) and 17 road switchers (AS-16s) received EMD engines. During this period, the RS3 fleet was also re-engined (six by EMD, two by Alco). Even the five FM H16-44 units went back to Beloit for new OP engines. From the train watchers perspective this was an interesting period, for while these units were being shopped, Katy leased cab units from its neighbors CGW, KCS and Wabash.

When Bill Deramus cut back passen-

## Missouri-Kansas-Texas ALL-TIME DIESEL ROSTER

| Number | Previous Number | Builder | Model | Built | Notes |
|---|---|---|---|---|---|
| - | 1651-1654 | GE | 70-ton | 1949-50 | Sold 1958-59 |
| 1-6 | - | EMD | SW1200 | 1957 | |
| 7-11 | 1026-1030 | EMD | NW2 | 1947 | |
| 12-21 | 1226-1235 | EMD | SW9 | 1952 | |
| 22-32 | 1000-1010 | BLW | DS44-1000 | 1946-47 | |
| 33-47 | 1201-1215 | BLW | S12 | 1951-52 | Repowered by EMD 1959-60 |
| 50-55 | - | EMD | SW1500 | 1967-68 | No.34 repowered by EMD 1959 |
| 51A,C | 101A,C | EMD | E7A | 1947 | |
| 52A,C-53A,C | 106A,C-107A,C | EMD | E8A | 1950 | To ACL 1966 |
| 54A,C-55A,C; 56A | 131-135 | EMD | E8A | 1951 | To ACL 1966 except 54C |
| 57A,C-59A,C | 151A,C-153A,C | Alco | PA1 | 1949 | 59A,C ex-Alco demos 9077-9078 |
| 60A,C-63A,C | 154A,C-157A,C | Alco | PA2 | 1950-51 | |
| 64A,C-69A,C; 70A | 201A,C-206A,C; 207A | EMD | F3A | 1947 | |
| - | 207C | EMD | F3A | 1947 | |
| 64B,D-H; 65B | 201B-207B | EMD | F3B | 1947 | |
| 65D-G | 208B-211B | EMD | F7B | 1949 | |
| 65H,70C | 228A,C | EMD | F7A | 1949 | 65H rebuilt into F9Bm 1958 |
| 71A,C-76A,C | 208A,C-211A,C; 226A,C-227A,C | EMD | F7A | 1949 | |
| 77A,C | 229A,C | EMD | F7A | 1949 | |
| 75B,D-F | 226B-229B | EMD | F9B | 1955 | |
| 78A,C-81A,C | 121A,C-124A,C | EMD | FP7A | 1952 | |
| 78B,D-F | 121B-124B | EMD | F7B | 1952 | Passenger gearing |
| 82A,C-90A,C | 326A,C-334A,C | Alco | FA1 | 1949 | 87A was an FA2; most repowered EMD; 85A,C repowered Alco 251 |
| 91-123 | 1501-1529, 1761-1764 | EMD | GP7 | 1950-52 | All 1700s (GP7, AS16, RS3, H16-44) boiler equipped |
| 124-141 | 1787-1788, 1571-1586 | BLW | AS16 | 1950-53 | |
| 142-156 | 1701-1702, 1551-1563 | Alco | RS3 | 1950-51 | Repowered EMD 1958-60 except 1788 |
| 157-161 | 1591, 1731-1734 | FM | H16-44 | 1950-51 | Six repowered EMD in 1959 |
| 162 | 20 | Budd | RDC3 | 1956 | Rebuilt in kind by FM 1959-60 |
| 170-230 | - | EMD | GP40 | 1968 | To C&O 9082 in 1962, then CN D356/6356, VIA 6221 |
| 231-248 | ex-Conrail | EMD | GP40 | 1966-69 | Ex-CR 3105-12,14,16,20,22,33,39,44,52,61,67; acquired 1983 |
| 300-303 | - | EMD | GP38 | 1969 | |
| 304-321 | - | EMD | GP38-2 | 1972-76 | |
| 322-324 | ex-Conrail | EMD | GP38 | 1969 | Ex-CR 7795, 7801, 7813; acquired 1985 |
| 325-343 | ex-ICG | EMD | GP38AC | 1970 | Ex-ICG 9500-07, 9511, 9513-19; acquired 1986 |
| 350-352 | - | GE | U23B | 1973 | Scrapped by 1985 |
| 360-379 | - | EMD | GP39-2 | 1984 | |
| 380-388 | ex-Kennecott Copper | EMD | GP39-2 | 1977 | KCC 779-783, 785, 787-789; acquired 1984 |
| 401B | ex-F3A 66C | MKT | F38M | 1975 | Repowered 645, cab blanked, originally numbered 399 |
| 500 | ex-F7A 74A | MKT | Yard Slug | 1976 | |
| 501 | ex-GP40 222 | MKT | Road Slug | 1982 | |
| 600-636 | - | EMD | SD40-2 | 1978-81 | |
| 637 | wrecked 613, 628 | MKT | SD40-2 | 1985 | Rebuilt from wrecked 613 (frame) and 628 (engine) |

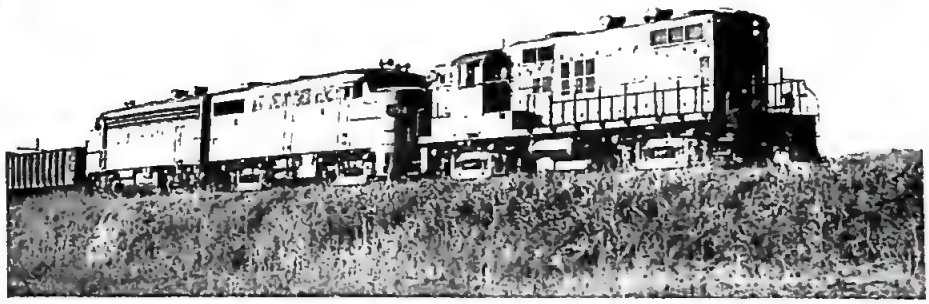
**ROSTER** compiled by Jim Boyd from numerous sources including *Extra 2200 South*, *Pacific RailNews*, *Katy Southwest*, *Canadian Trackside Guide* and R&R

ABOVE AND RIGHT: J. PARKER LAMB

ger service and put the road's 14 Alco PA1 and PA2 units into storage in January 1963, the Katy had been transformed into a predominantly GM 567C-powered railroad, albeit with a large number of "half-breeds." This harsh lesson about motive power management was learned well; only once since 1953 did the Katy attempt to "diversify" its roster by adding non-EMD units. A trio of U23Bs was delivered in 1973 but never made much of a splash and were traded to EMD in 1984 as part of Katy's last locomotive order (for 20 GP39-2s).

Always interested in a bargain, Katy began dipping into the used locomotive market in the early 1980s to satisfy its motive power needs. It acquired 18 Conrail GP40s in 1983 and three GP38s in 1986. Also in 1986 came 19 GP38ACs from ICG, while in 1984 the road purchased nine ex-Kennecott Copper GP39-2s which had been built with extended height cabs for open pit mine service. They were rebuilt by National Railway Equipment into a conventional low nose configuration before coming to the MKT. Only a few of the second-hand units (mainly Conrail GP40s) received the green paint scheme, as the UP merger was already in the planning stages.

Western coal traffic required Katy to buy bigger power. As part of its agreement with BN to haul the FPPX trains,



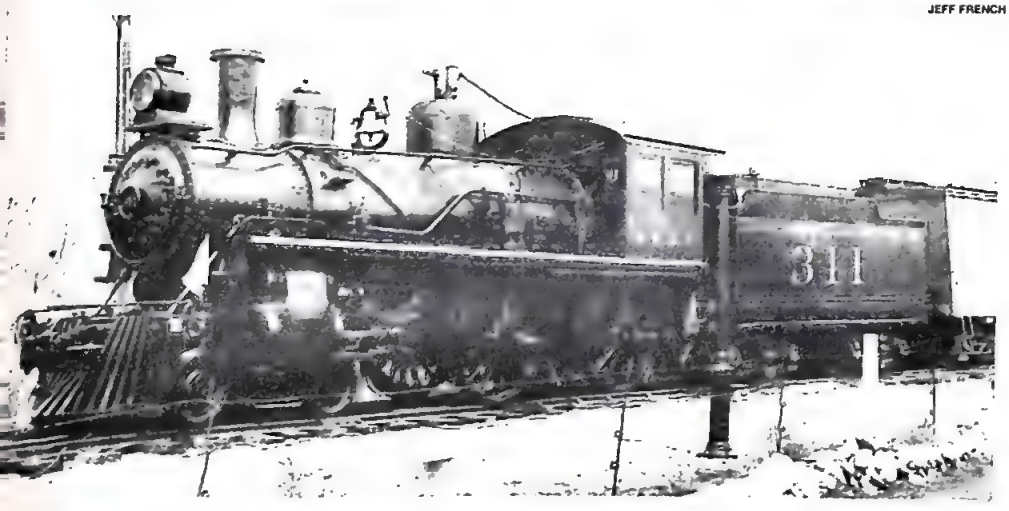
**WHERE'S THE KATY POWER?** That Wabash F-unit holding clear of the Frisco diamond at Vinita, Okla., in June 1959 (**top**) is on lease while Katy sends its Alcos and Baldwins to EMD for re-engining. A typical result was Baldwin AS16 132 at Taylor, Tex., in April 1966, but FA1 85A was re-engined by Alco with a 251 diesel. Lone FP7A 121C (**below**) had the *Bluebonnet* ready to depart Houston for Waco, Tex., in 1954.

JOE R. THOMPSON

TWO PHOTOS, J. PARKER LAMB

**THE MODERN KATY** image is typified the the green and yellow SD40-2s leading a grain train toward McAlester, Okla., after coming off the Lake Eufaula causeway in March 1988 and three GP40s pulling out of the Georgetown R.R. yard (below) in July 1988.

JEFF FRENCH



**THE ONLY SURVIVING** Katy steam locomotive, 4-4-0 311, is slated for possible operation on the grounds of the National Museum of Transport in St. Louis.

MKT began buying SD40-2s in mid-1978; specifications for the Katy units were identical to those of the BN units with which they were pooled. With its roadbed improved, MKT eventually built up a sizable fleet (37) of these larger units, which turned out to be just as good on unit grain trains as unit coal runs. To supplement its own C-C power, the road also leased in the early 1980s a quartet of Morrison-Knudsen rebuilds (ex-SP and B&O units) which roamed the road in their yellow and black colors.

Thus the Katy met its merger destiny in August 1988 with a fleet of new and used modern Geeps (GP38s, GP40s, GP38-2s and GP39-2s), three dozen SD40-2s, ten good switchers, 33 GP7s, two slugs, six re-engined Alco RS3s, an F-unit and one re-engined Baldwin switcher. The GP7s are being retired along with the Alcos and the Baldwin, and the F-unit (F38M 401B) has been donated to the city of Denison, Texas, for display.

Union Pacific shields began showing up on the noses of green units, and the first Katy locomotive to get the Armour yellow was GP38-2 315, which emerged from the former-MoPac shop in North Little Rock as UP 2346 on December 2, 1988. It won't take long for the Katy image to vanish.

But even as the diesels are disappearing, news from the National Museum of Transport in St. Louis is that the sole surviving Katy steam locomotive, 4-4-0 311, is being readied for overhaul and use on the museum grounds. (Sole surviving? Not really; the Frisco/Eagle-Picher Russian 2-10-0 1621 also at St. Louis served briefly as MK&T 8029 around 1919.) The 311 is to be restored to her regular service appearance.

That will not be a bad way to remember the Katy.

SANTA FE RAILWAY

**IN THE SPRING** of 1939, Los Angeles Union Passenger Terminal was being readied for its Grand Opening.

# Los Angeles Union Passenger Terminal

Born in the Great Depression, this great station
has survived politics, World War II, the jet age and Amtrak.

**by David C. Lustig**

The date: May 3, 1939. The place: Los Angeles, California. The event: The opening celebration of its brand new train station. The crowds are exuberant. There are floats and a parade, speeches and a multi-part moving diorama depicting significant events in railroad and American history. The Southern Pacific, Santa Fe and Union Pacific have all brought out their best, finest and newest equipment, much of it adorned by movie stars and starlets grinning pearly smiles for the still and movie camera boys. It is truly a glorious day.

And it is a glorious station, with its bright, white exterior belying the fact that Los Angeles Union Passenger Terminal is a physical reality only after almost two decades of political infighting and court wranglings between the city fathers (who desperately wanted a single "union" station serving all the railroads) and the various railroad managements who just as adamantly wanted absolutely nothing to do with an idea that would cost them money.

The year 1939 proved to be a high water mark in many ways for the United States. The public was introduced to the marvel of television, and movies such as *The Wizard of Oz* and *Gone with the Wind* awed and inspired audiences. And on May 3rd the opening of their fine new railroad passenger station captured the imagination of the Los Angelenos. Finally, when someone was traveling by train—the only truly civilized form of overland travel in 1939—there was one unified, convenient and modern facility to go to, its Spanish-style architecture perfectly attuned to the balmy Southern California climate.

Just before noon on that Wednesday, the grand parade had its kick-off. Starting at 8th Street and heading north, more than 500,000 onlookers lined Alameda Street all the way to the new station just beyond the edge of downtown to watch major industries, marching bands and detachments of military from nearby Fort MacArthur show off for the event.

Eighteen years previously though, taking a bet on whether a new railroad station would be built in Los Angeles to relieve the congestion of two smaller and inconvenient ones would have been considered one for the suckers. Fortunately for historians, the local newspapers followed the proceedings with great detail, allowing anyone with time to look through their archives great in-

UNION PACIFIC MUSEUM

**UNION PACIFIC** brought out this line-up for the dedication of LAUPT in 1939 that included a 4-4-0, steam turbine, E3 LA-5 and appropriately numbered 4-6-6-4 3939.

sight into a monumental fight between a strong-willed city and three just-as-tough railroad companies.

### The fight

The problem was, as much as the city loved the revenues and convenience brought by the railroads, heavy passenger trains were trundling down the middle of busy streets—in particular, almost two miles of congested Alameda Street which the Southern Pacific, Union Pacific and Pacific Electric used to get to SP's Central Station. Neither side was happy, as the trains were causing massive traffic jams, and more and more frequently they were getting tangled with motorists who sometimes didn't understand that in a wrestling match a Ford, Chevy or DeSoto was just no match for a Baldwin, Alco or Lima. The Santa Fe was a few blocks away in their riverfront La Grande Street Station that was inadequate to handle the traffic but inexpensive to operate (the UP originally had a station near La Grande but moved to Central after fire gutted it in the 1920s). The city continually pressed for the railroads to build a single unified facility, but it was usually met by stony silence.

Feeling an impasse in negotiations with the railroads, the city took its case for a new railroad station to the California Railroad Commission, which on April 26, 1921, ruled that the SP, Santa Fe and UP, plus SP-subsidiary Pacific Electric, would immediately begin construction on a new "union" railroad station serving all railroads in the area. The place for the new edifice was a spot known as the Plaza, just north of downtown, bordered by Alameda, Macy, Seventh and Aliso Streets.

If the matter wasn't as potentially costly to the railroads as they knew it would be, the transcontinental giants and the little PE might have complied. Instead, they filed with the commission to abandon the order. Not surprisingly, they were not successful. The only change in the original order was to exclude the Pacific Electric from contributing to the project. But that wasn't what the three majors wanted, and legal maneuverings found the case appearing before the California Supreme Court. The court vacated the commission order, ruling that the CRC had no power to demand a new station. This was a deep-rooted problem, however, and neither side was prepared to take "no" for an answer. Rather, the appeals went all the way to the United States Supreme Court, which ultimately sided with the railroads.

### The olive branch

But the railroads also realized that they had to make peace with the City of Los Angeles. All three owned considerable plots of land in the area, and all three knew that if rapped on the snout too soundly without any form of reward, the town fathers might be able to make it pretty intolerable for the railroads within city limits.

Southern Pacific and Pacific Electric were the first out of the gate in 1926, with a controversial plan to elevate the trackage leading to and from Central Station above ground level, unclogging congested roads. The elevated lines would head east to the Los Angeles River where they would meet with existing routes and through gentle grades ease their way back down to the surface. The UP would continue to use Central.

It was an interesting idea, but the city felt it flawed. First, the Santa Fe was still not able to participate, there being no practical way to connect the railroad to Central Station, and second, the town fathers, still smarting over the resounding thumping they had received in the courts, were determined to be unimpressed. No, no, no, wrote newspaper reporters and editorial writers, the city would not stand for an elevated rail line capable of producing instant slums and instant blight, not to mention the potential catastrophe of an accident sending a heavy passenger train falling to the ground. No way.

It was nice posturing by the city, but there was little legal recourse to fall back on. The city fathers decided to let the people vote on it. The fireworks were just starting.

### Round Two

The word "dirty" pops immediately to mind in describing the mud-flinging campaigns both sides waged against each other. Some newspapers aligned themselves with the railroads, while others backed the city—and both sides sent editorial cartoonists scampering to come up with newer, cleverer and smarter ways to get their point across.

The railroads accused the city of trying to line its pockets with certain parcels of land, and the city said the railroads were only interested in the status quo and lining "their" own pockets. When the votes had been tabulated, though, the proposition for a union station narrowly passed. But it did pass. However, as a casual observer might say when looking back at the mess, "So what?"

Both sides again ran to the California Railroad Commission, and in 1927 the CRC again said a union station should be built. And again the railroads went to the California Supreme Court. This

time, however, the city asked the U.S. District Court to rule on forcing the ICC to hear new evidence to hopefully push things to the city's favor.

The newspapers were having a field day with this, and hardly a day went by where mention wasn't made somewhere on the front page. Finally, just after the District Court began hearing the case, the city asked the U.S. Court of Appeals to take over the process of determining if the ICC had the authority to order station construction. In early 1929, the court agreed with the city and gave the authority to the ICC.

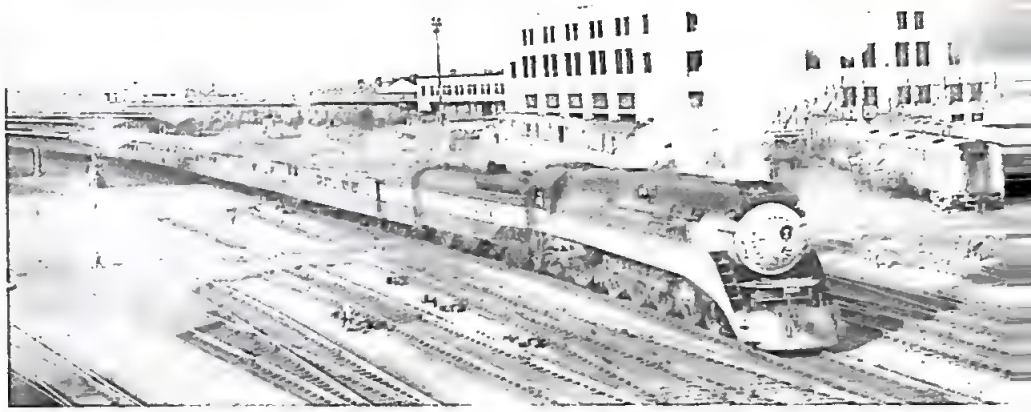
The ICC was very unhappy the courts gave it this new power and promptly appealed the Appellate Court's decision to the U.S. Supreme Court. The Supreme Court agreed with the ICC that it wasn't the proper body for such a ruling.

The legal tactics went on for two more years between railroad lawyers and city lawyers, the ultimate decision finally being handed down on May 18, 1931, when the U.S. Supreme Court upheld the California Supreme Court's decision to allow the California Railroad Commission to mandate for a new station.

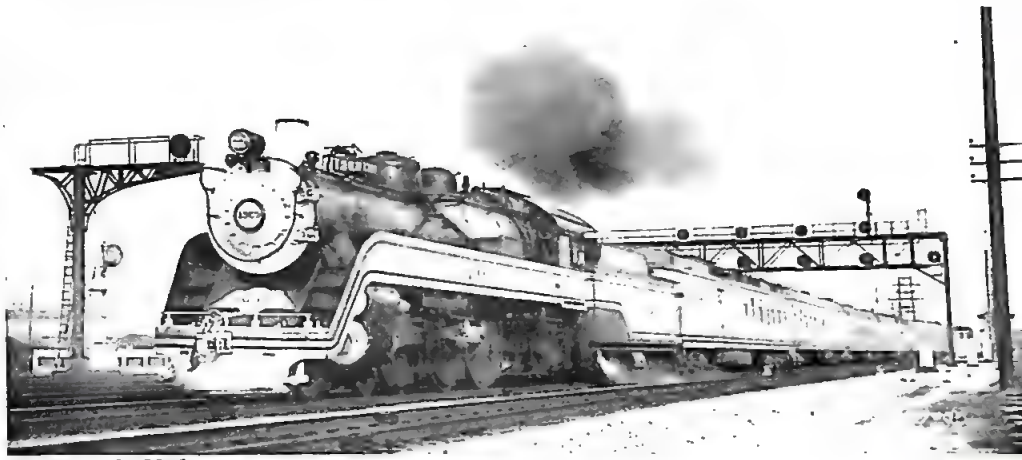
All should be happy here, right? Nope.

The economic climate of the United States had changed considerably since the legal wrangling had first begun. Our country was in the throes of "The Great Depression." Jobs were not to be found, and every sector of the economy was hurting, including the railroads. The UP, SP and Santa Fe asked for a delay in railroad station construction due to the poor economic climate.

But the city hadn't come all this way to be caught short of the finish line now. The highest court in the land said build, and build you will. Minor haggling continued, but after the city forked more than $1 million in start-up funds, the three railroads agreed. There would be a union station after all, owned 44% by the Southern Pacific, 33% by the Santa Fe and 23% by the Union Pacific.



**SOUTHERN PACIFIC'S** colorful 4-8-4s have been a part of LAUPT since its beginning; here, seen from Terminal Tower, GS4 4455 is departing with the *Morning Daylight* for San Francisco. Another streamlined engine using LAUPT was the Santa Fe's *Valley Flyer* 4-6-2 1369, shown on December 27, 1940, with *San Diegan* No.71.



THREE PHOTOS DONALD DUKE

**THE BIGGEST STEAM** locomotives to regularly use LAUPT were SP's Cab-Forwards. Here 4-8-8-2 4194 brings No.60, the *West Coast*, past Mission Tower in March 1950.

## The beginnings

Surveyors worked out the area in late 1933, and in 1934 the buildings that once compromised part of L.A.'s Chinatown were bulldozed. What rose in their place was probably the only major railroad station in the U.S. that didn't look like a New York City bank. The front of the station was on Alameda Street between Aliso and Macy Streets. Auto parking was provided along the front of the building. There were connections with two interurbans, the Los Angeles Railway on the north and freight-only Pacific Electric tracks on the south.

The visitor to LAUPT is greeted by probably the best use of stucco in Southern California, complete with high arched windows and a single clock-tower rising majestically above the comparatively low-slung building. Above the main entrance is emblazoned UNION STATION on the marquee. There is no doubt as to what this building's purpose in life is.

Once inside, even on the warmest of days the visitor is greeted to a cool, quietly-lit interior (though, amazingly,

DONALD DUKE

**UNION PACIFIC'S** unusual E2 921A led No.2, the *Los Angeles Limited*, out of LAUPT on May 25, 1947. The 1939 waiting room view **(below)** is essentially unchanged today.

to this day the public areas are not air conditioned). Straight ahead is the main waiting room, to the left, the ticket counters, and to the right, through an arcade, a Fred Harvey restaurant. A patio area just outside the waiting room is available to all who want to enjoy the legendary Southern California sunshine. All one has to do is pass through the bronze-framed doors.

For the passenger, train time is the moment to leave the super-comfortable upholstered seats in the waiting room and head to the arrival and departure lobby, a sort of no-man's land where visitors get to say their first hellos or last good-byes.

As originally designed, to the left of the lobby were baggage and storage areas, and to the right (unseen by all but employees) were the power plant, terminal offices and Railway Express Agency area.

But the passenger isn't concerned about behind the scenes stuff; he's here to board a train. To do so, it is a brief walk from the lobby down a long, tiled corridor to ramps heading upward to meet the trains. It gives the feeling of being underground, yet in fact it is still surface level, as the tracks themselves are the ones not on the ground.

Once out on the platforms, the simplicity of LAUPT really becomes apparent. There is no large trainshed creating a damp, dingy atmosphere, but rather a series of umbrella sheds, giving protection to passengers during inclement weather yet allowing plenty of fresh air and sunlight. The nearest tracks are for express cars, the farthest for passenger trains. Being a stub end terminal, most of the passenger train tracks are equipped with crossovers to free the motive power, while others have a middle escape track.

The tracks of LAUPT lie only a few degrees off due north/south, with the stubs at the south end. From whatever track your train leaves, it filters northward through the yard throat past Terminal Tower, which is responsible for every track in the station. During World War II, that responsibility added up to 39 tracks measuring just over 12.5 miles.

Once past Terminal Tower, the train curves eastward towards the Los Angeles River; the railroad you are riding will determine which way the operator in Mission Tower will throw the switches to let you leave. Mission is the better known of the two towers among railfans, its stark white exterior a miniclone of the station's architecture. In its heyday, the tower was fitted with levers to throw a dozen derails, 96 signals and dozens of switches, most of which are still active today.

It is Mission that controls entrance and exit to LAUPT, and it is Mission that will guide your train onto the UP to Riverside, Las Vegas, Salt Lake City and beyond; the Santa Fe in any number of directions, depending on whether you're heading to San Diego, Pasadena or Chicago; or the SP (the largest user

SANTA FE RAILWAY

*1939-1989*

of LAUPT) where you could be sent east on the Sunset Route to Arizona, Texas and New Orleans or north on one of two routes (either the Coast or the San Joaquin Divisions) to San Francisco, Sacramento and Portland. Though steam was obviously the big show, streamliners were a part of LAUPT right from its beginning, with early diesel power and the colorful *Daylight* 4-8-4s of the SP.

**And they're off!**

From the very beginning, LAUPT saw plenty of action. The very first train to use the station, SP's *Imperial*, entered Sunday morning, May 7, 1939. For the first few years, a respectable 7100 passengers daily used the station, which was maintained by a station staff of just over 300. The first station timetable listed of 33 arrivals and 33 departures every 24 hours. It was a busy, but not too busy, atmosphere, and the station easily took the load.

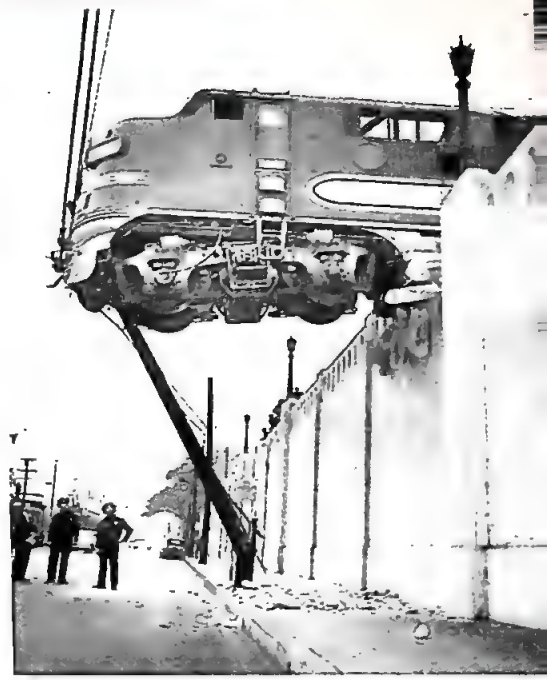
By 1942, all that would change.

World War II hit LAUPT as hard as any other transportation hub, and the station that could comfortably handle twice the pre-war level of 33 trains in and out a day soon found itself working more than 100. The employee roster quadrupled, and second sections became the norm. Everything that could be used to haul passengers was. Southern Pacific had fleets of 4-8-4s, Mountains and Cab-Aheads bringing in trains so heavy that 2-8-0s, not switchers, had to be used to haul them out to the nearby coach yard. Santa Fe employed everything from early boxcab road diesels and razor-nosed EMD E1s to big Northerns, heavy Pacifics and gas-electrics, while the Union Pacific sent in squads of 4-8-4s and 4-8-2s to take care of their fleet.

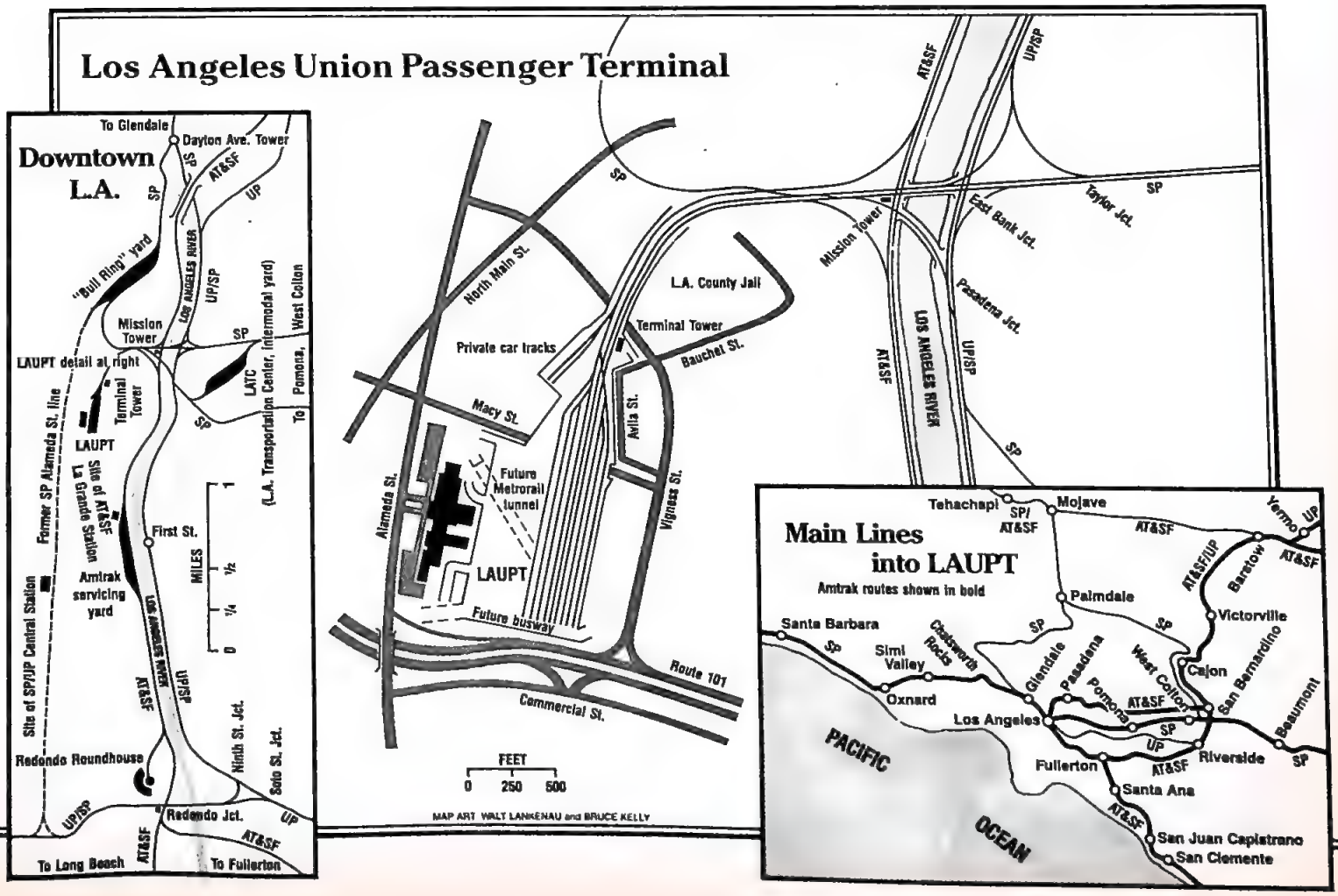
Old work rules were thrown out; anyone who could walk was hired, and tower employees found themselves stashing passenger cars on express tracks, business car tracks and nearby freight leads in an attempt to get the operation fluid. Somehow the station held up. It had to, because tomorrow would start the mayhem all over again.

Los Angeles and the surrounding area, with its many Army and Navy installations, mushroomed with green and blue uniforms, and almost all of them, when they traveled, went through LAUPT. By war's end, LAUPT had held up well under the heels of millions of soldiers, sailors, airmen and marines, not to mention the usual flow of civilian traffic. Perhaps because it was a new station, with new equipment and new buildings, it was able to do so. But like every other rail-

RAILROAD MAGAZINE COLLECTION



**A MOST EMBARRASSING** moment for LAUPT occurred on January 24, 1948, when the Santa Fe's *El Capitan* "just didn't stop," smashed through the bumping post, crossed a driveway, rammed over a wall and snagged a telephone pole before halting 20 feet above Aliso Street. No one was hurt.



H L KELSO

**EIGHTY SHRINER'S SPECIALS** arrived at LAUPT for the Shriner's Convention in June 1950. Lined up on the lead were Santa Fe Fs, UP FAs and an SP E7 with their trains.

road station in this country, it was going to head into a period of gradual coasting as the airplane began rearing its head as the dominant passenger carrier.

## The post-war years

In the late 1940s it was hard to tell that the railroad passenger service was slowly going into the dumper. Thirty five trains each way a day used the station, beginning with the arrival of SP's No.72, the *L.A. Passenger*, from San Francisco at one minute past midnight and ending at 11:30 p.m. with Santa Fe's mail and express No.8. In between pulsed a veritable who's who of passenger trains including the *Super Chief*, the *El Capitan*, the *California Limited*, the *Lark*, *City of Los Angeles*, the *Sunset Limited*, a myriad of *San Diegans*, the *Utahn*, the *Golden State*, the *Morning Daylight*, *Noon Daylight* and the *Owl*, *Grand Canyon* . . . it went on and on. Looking at a timetable of the period, it's interesting to note that LAUPT was basically a terminus for long distance trains; very few locals (mostly Santa Fe hops to San Bernardino) were carded.

The station was still a popular place to spot movie stars, the press always being "tipped" that a starlet was traveling on the *Super Chief* or some other name train, allowing the photographers to arrive in time for their photos.

Movies were made at LAUPT, too, with perhaps the most famous for railfans being the aptly named *Union Station*, a 1950 flick with William Holden, Jan Sterling, Barry Fitzgerald and Nancy Olson. Holden plays a railroad detective employed by the station as he searches the cavernous confines of LAUPT for a kidnapper and his blind victim. The plot is dated and a tad corny, but not those great scenes of ac-

UNION PACIFIC MUSEUM

**HOLLYWOOD PERSONALITIES** traveled by train in the pre-jet age. Here on the UP were (above, l to r) George Montgomery, Louella Parsons, Ann Rutherford and Ronald Reagan, and (below left) Mr. and Mrs. Clark Gable. On the Santa Fe (below) were Bing Crosby and friends and (below right) Lucille Ball and Desi Arnaz, with drumhead.

FAR LEFT: UNION PACIFIC MUSEUM / CENTER AND BELOW: SANTA FE RAILWAY

DAVID C. LUSTIG

tors almost getting creamed by 4-8-2s. More, more!

Although it had been home for the dazzling *Daylights*, UP streamliners and Santa Fe red and silver warbonnets almost from opening day, LAUPT became even more colorful as the Pullman green tourist sleepers and wartime heavyweights gave way to more diesels and an even greater variety of liveries in the 1950s. The Santa Fe was a riot of PAs and Fs with the occasional visit of their three-unit FM set. The SP had not only adopted the *Daylight* red and orange to their Es and PAs but also added a short-lived red and aluminum variation for the *Golden State*; even "Black Widow" freight units got into the act. And Union Pacific Armour yellow adorned everything from FMs to Es, Fs and Alco PAs. RDCs even made a stab at the station, with Santa Fe fielding a pair for *San Diegan* service. An accident at Redondo Junction just south of the station sent the Budds packing to Kansas, however, never to return.

By the mid-1960s, the timecard was shrinking to 18 trains in and 18 out, a third run by the SP (now in "bloody nose" red and gray), nine by the Santa Fe and three by the Union Pacific. More train-offs reduced that number to three for the SP, two main line and three *San Diegans* for the Santa Fe and just one for the Union Pacific by 1970.

### And then came Amtrak

May 1, 1971, was a somber day for passenger train fans. Amtrak, the National Railroad Passenger Corporation, was now in charge of passenger travel out of Los Angeles, and the number of trains was at an all-time low: just three on the SP and four on the Santa Fe. The Union Pacific was gone forever.

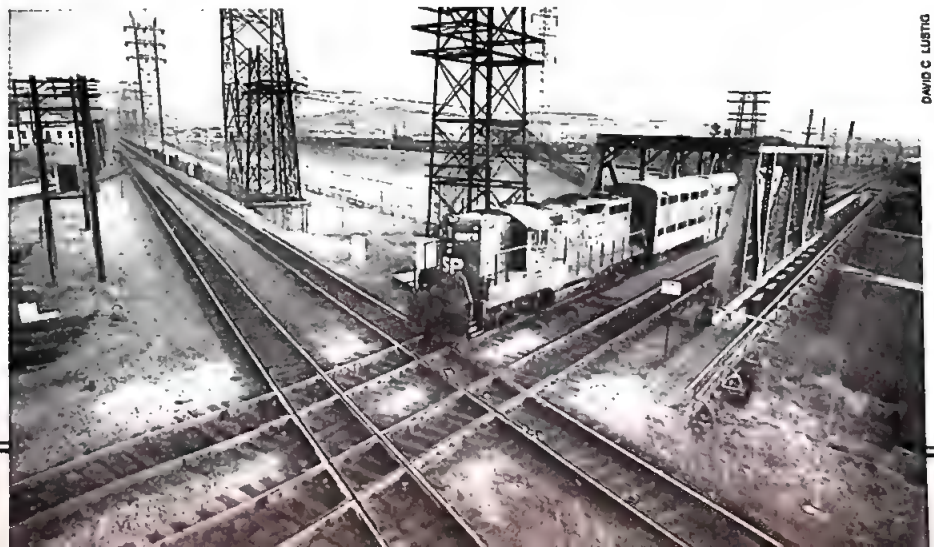
The station, still owned by the railroads and leased to Amtrak, wasn't faring too well, either, suffering the malady of most major railroad stations: neglect. She still looked grand on the outside, but her guts were a mess. The restaurant was closed, and the main lavatory was filthy and populated with what would later be known as "street people." Train travel out of Los Angeles was still an adventure, but now it was one that few wanted to take. "LAX" had replaced "LAUPT" in the travel agent's vocabulary. More fans than real riders visited the old girl, now.

And rumblings from greedy developers began to surface. The land, they claimed, could be used for so much more. Such as a helipad. In 1975 developers tried to sell a plan to tear down the station, put up a small Amtrak "box," rip up most of the tracks and smooth over the rest with asphalt for helicopter traffic. Fortunately the plan died quickly. Along the way, LAUPT was put on the National Register of Historic Places.

The station limped along through the late 1970s and early 1980s with Amtrak trying its best to keep the station interior clean, although more often than not the Kodak film box a railfan threw in a trash can on Saturday would mingle with a film box he had thrown in two weeks ago. In 1983 a paint crew redid the station but neglected the unbrella sheds.

For fans, however, early Amtrak did not prove to be as deadly boring as was originally feared. The nation-wide motive power fleet was being homoge-

**A SHORT-LIVED CALTRANS SP** commuter train from Oxnard was passing Mission Tower on December 31, 1982. Early Amtrak (above) provided SP SDP45s on the *Coast Starlight* and Santa Fe FP/F45s on the *Super Chief* at Terminal Tower June 13, 1973.




DAVID C. LUSTIG

1930-1980

MIKE DEL VECCHIO

**THE EXTERIOR** of LAUPT has changed little since 1939, as shown in this view across Alameda Street, although construction is altering the surrounding area. Amtrak's rare GE P30CHs (below) led the *Sunset Limited* into LAUPT on May 8, 1989.

nized, and Amtrak was acquiring equipment from the local roads including UP E-units; Santa Fe Fs, FP45s and blue F45s, and SP FP7s and SDP45s. Shortly thereafter came the platinum mist paint with red noses and SDP40Fs. A few years later, when the SDP40Fs began to run into trouble and there were not yet enough F40s to cover all the *San Diegans*, a couple of Milwaukee Road E9s became L.A. "regulars." Though LAUPT had never seen regular commuter service as such, SP bilevels showed up briefly in 1982 with Oxnard service promoted by CalTrans. Ignored by the riders and resisted by the SP, the service didn't last long.

By the mid-1980s, Superliners on the long distance trains and Amfleet on the *San Diegans* were generally in the charge of the look-alike F40s. The triweekly *Sunset Limited* between New Orleans and L.A., however, continues to add a touch of variety with its handful of GE P30CH units, and silver CF7s and Geeps work as station switchers.

Although the through trains out of L.A. remain at the spartanized Amtrak level of the *Southwest Chief* to Chicago on the Santa Fe, the *Sunset Limited* to New Orleans and *Coast Starlight* to Seattle on the SP, and the *Desert Wind* to Salt Lake City on the UP, it was the rebirth of the *San Diegans* in the mid-1980s that is putting life back into LAUPT. When Amtrak took over the service in 1971, there were three *San Diegans* each way a day. Today there are eight each way a day, with one in each direction operating through to Santa Barbara. Los Angeles to San Diego is now Amtrak's second busiest corridor. Push-pull equipment in the form of rebuilt Metroliner cab cars has simplified the *San Diegan* service and cut down on the terminal switching. With 24 trains a day now using the station, you can get morning and evening "rush hours" reminiscent of the good old days.

BRUCE KELLY

## The future

In May of 1988, after limping along for years, Los Angeles' Community Redevelopment Agency proposed a bold new project in its bid to clean up the downtown area. Described as a "new urban center," the project would include millions of square feet of future office high-rises and a 400-room hotel plus entertainment and shopping areas, all centered around LAUPT. A railroad museum and a Latino history museum were also suggested. The station site was picked as the city plans to incorporate it into the concept of a major public transit hub including Metro Rail (the abuilding subway system) and various busways.

Among the first targets of the project is to refurbish LAUPT, not for passengers but for tourists, by adding shops inside and out. Amtrak is already building a new, smaller ticketing and passenger waiting facility just to the rear of the present building. Future office buildings and the hotel are planned to be built over the existing station tracks. Even the nearby Terminal Annex Post Office, scheduled to close as a mail center, is envisioned to be revitalized as a tourist spot. When all this will become reality is still anyone's guess, but certain parts are already being carried out, including the conversion of the station to a touristy shopping mall.

Meanwhile, at trackside, only a few of the tracks are currently in use, with Amtrak quickly shuffling trains in and out of the station as the others are in the process of being rebuilt. It is unclear if all 16 tracks will be returned to service. With the comparatively small passenger train volume currently scheduled compared to what was available in 1939, however, it is highly unlikely.

But in 1989, such upheaval may be of little importance to fans. What is important is that the Los Angeles Union Passenger Terminal, the last major railroad station built in the U.S. in the prewar glory years, is alive and well enough to enjoy its 50th birthday.

So "happy birthday" LAUPT. Even when the developers are all done with you, you still won't look like a New York City bank.

# Celebrating L.A. in May

Main line steam and colorful diesels helped Los Angeles Union Passenger Terminal celebrate its 50th Anniversary

**by Jim Boyd**

A big celebration for the 50th Anniversary of LAUPT had been rumored for a couple of years, but the subway construction around the depot and a general feeling of apathy among the participating railroads (resulting from merger wranglings) left the project in limbo as late as early 1989.

The Union Pacific politely forced the issue by announcing it would be in L.A. with 4-8-4 8444, and the new Anschutz management of the SP, having recently "discovered" *Daylight* 4449, responded in kind. The Santa Fe would be represented by the Warbonnet F-units from Sacramento, and additional equipment would be brought in. Amtrak expedited its platform and throat trackwork to be ready for the huge birthday party set for May 6-7, 1989.

MARK WAYMAN

JIM BOYD / LIGHTING: JIM BOYD and MIKE DEL VECCHIO

**TUESDAY, MAY 2:** The travels of the two big steam locomotives to L.A. became *the* West Coast rail event of 1989. Union Pacific 4-8-4 8444 departed Cheyenne on April 28 with a 15-car train and is seen (above) hustling up the 1% grade at Garnet, Nevada, bound for Las Vegas on May 2. Southern Pacific *Daylight* 4449 spent that night (left) at Amtrak's distinctive station in Oakland, Cal., having departed Portland, Ore., on April 30 with a short consist.

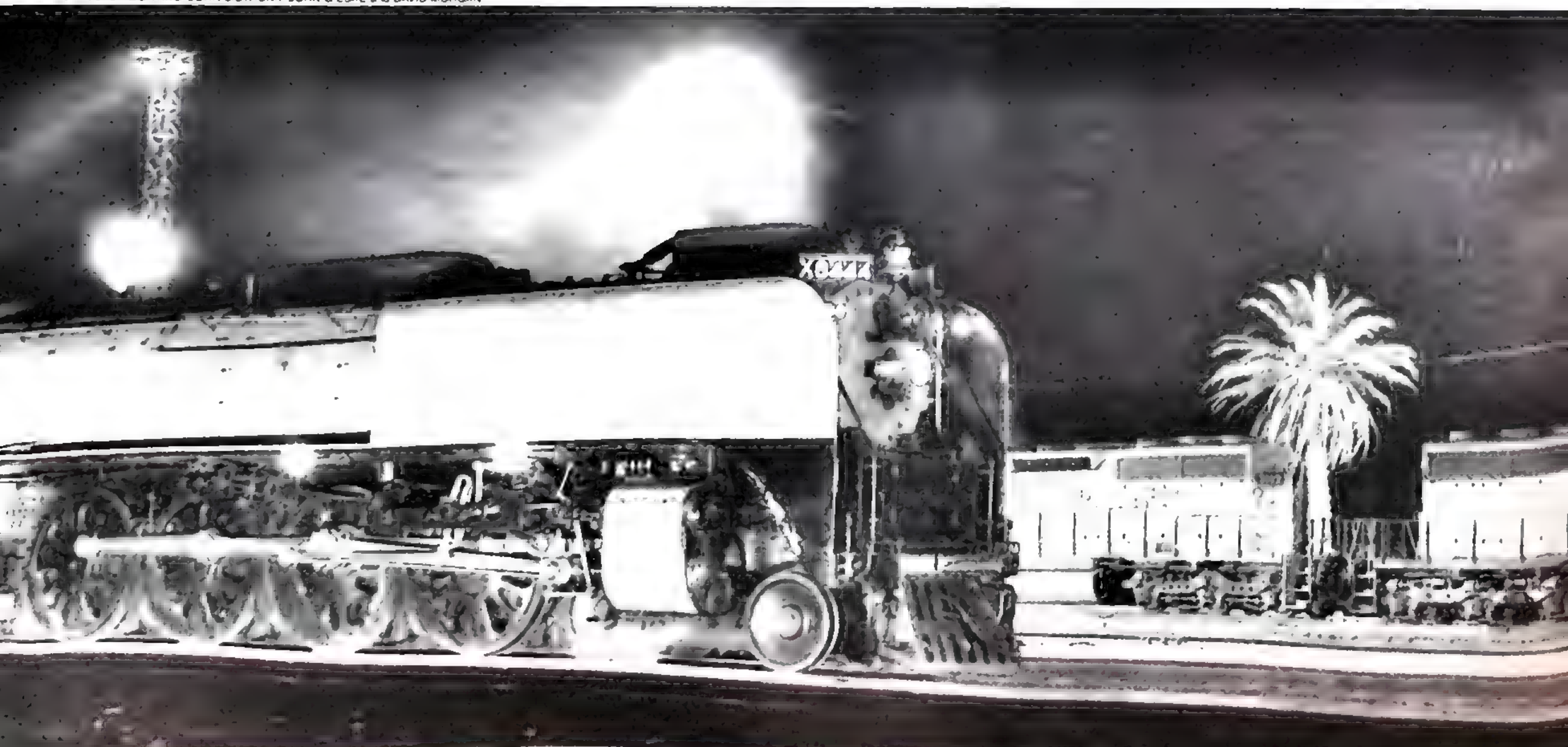
MIKE DEL VECCHIO

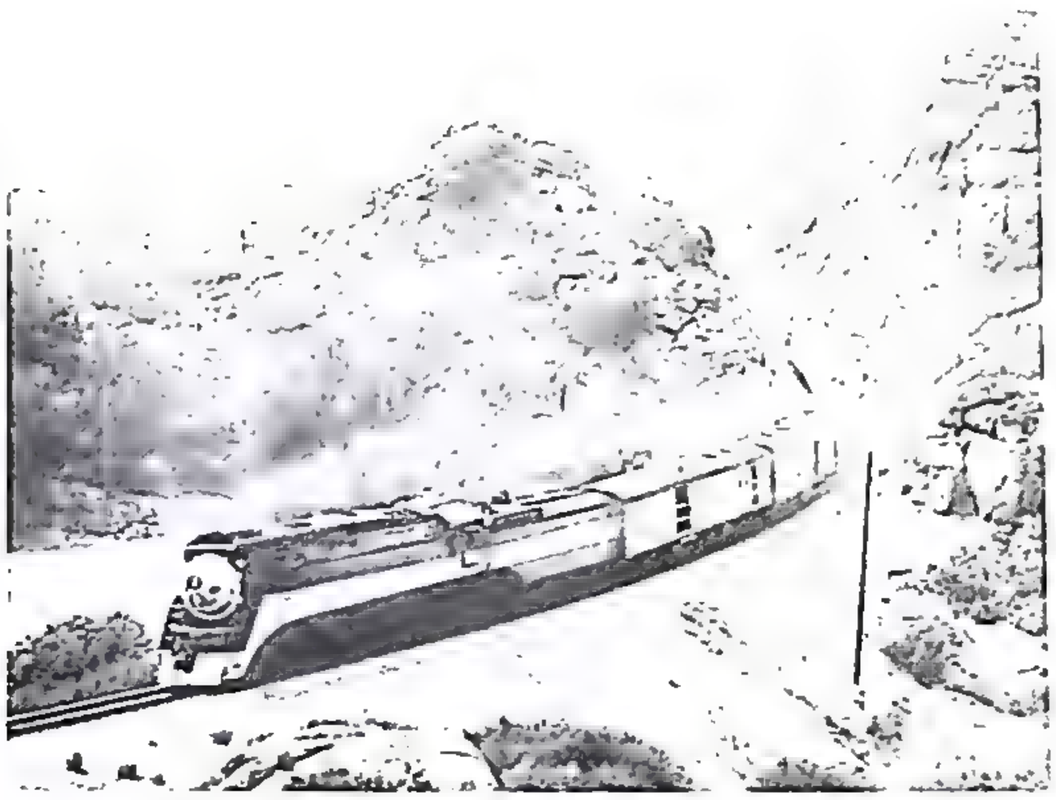
JIM BOYD

**WEDNESDAY, MAY 3:** The 4449 departed Oakland with a six-car SP business train. The coaches and diner were painted to match the 4449 and tool car, while the business car *Airslie* still carried the silver and red. Making track speed and maintaining schedule all the way down the Coast Line, the 4449 rolled over Gaviota trestle above the Pacific surf late Wednesday afternoon and spent the next day laying over in Santa Barbara preparing for Friday's entry into L.A.

**THURSDAY, MAY 4:** Union Pacific's two-tone gray 8444 made its way across desert terrain from Las Vegas, Nev., to Yermo, Cal., with her new ex-turbine water tender, SD60M 6085 and E9 951 ahead of the passenger consist. On the old Los Angeles & Salt Lake, she was on a 1% grade at the west end of Afton Canyon as she crossed Mojave River Bridge No.3 (**left**). That night, the photographers were out as the 4-8-4 rested at Yermo (**below**) with SD40-2s in the background. On Friday morning it was down Cajon Pass and into L.A.

JIM BOYD / LIGHTING JOHN SISTRUNK, JOHN GIESKE and DAVID MORGAN





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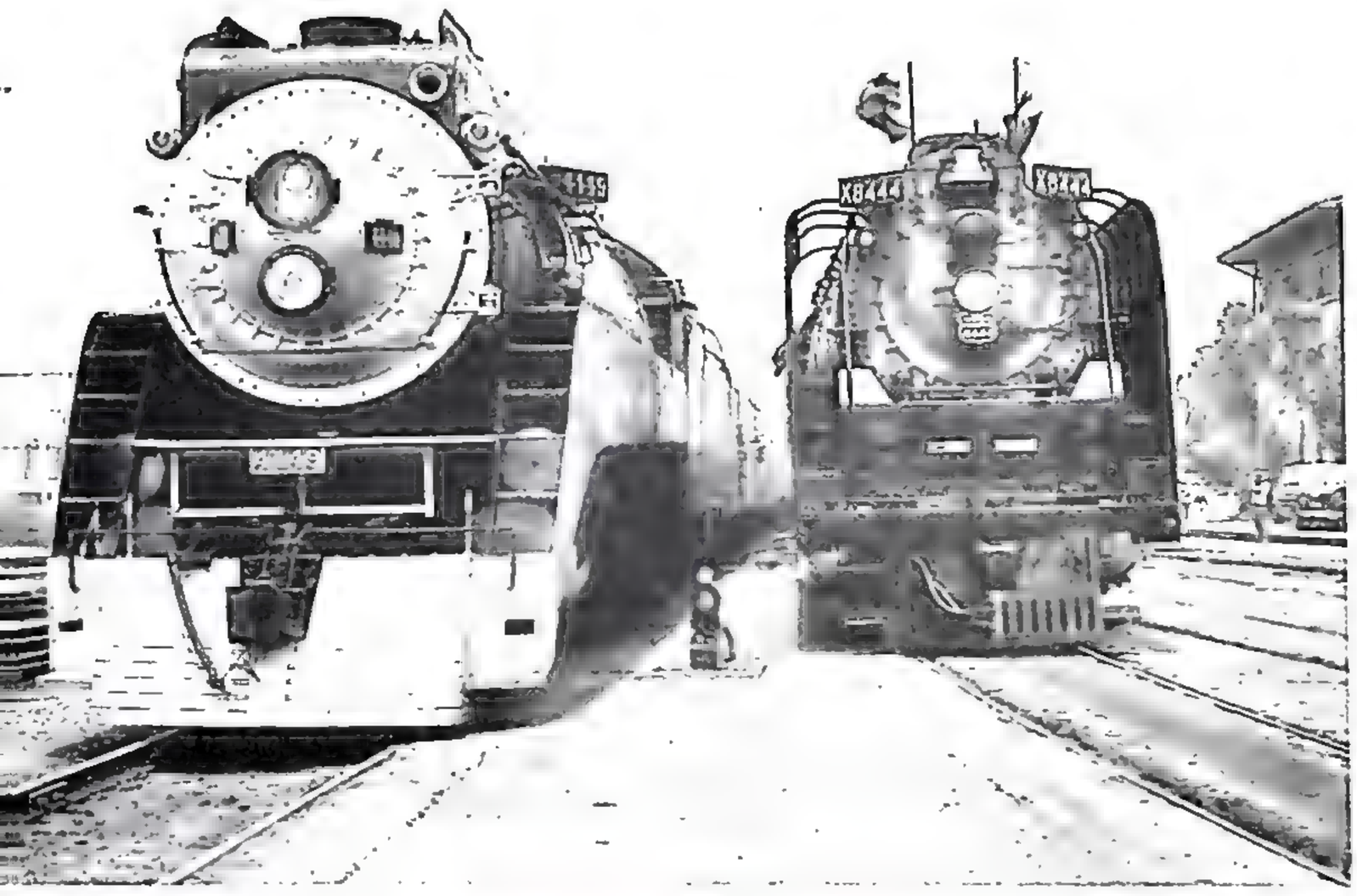


**FRIDAY, MAY 5:** The big day for LAUPT. As the 8444 was traveling west from Yermo, SP 4449 departed Santa Barbara and headed down a 1% grade through the famous Chatsworth Rocks on Santa Susana Pass (**top left**). Shortly after 1:00 p.m., the two trains approached Mission Tower from opposite directions and in a carefully coordinated move pulled up alongside each other (**above**) for the dramatic entry into LAUPT, shown (**left**) at the end of the platforms by Terminal Tower (for color see page 58). After the arrival of the trains and appropriate ceremonies for the press and television's six o'clock news, the equipment was switched out and spotted in the terminal for servicing or display. The UP engine and train were taken to East L.A. for servicing, while the 4449 was wyed and returned to the station for the night. The SP business cars and E9 (which had come down from Sacramento under its own power as a light engine move) were spotted on the private car tracks (**below**), creating a timeless scene. Meanwhile, *San Diegans* of two different eras appeared on adjacent tracks (**bottom left**) as the Santa Fe F-units and new Amtrak cab car were caught in the evening sun. The public festivities would begin on Saturday.

JIM BOYD

JIM BOYD

ABOVE AND BELOW JIM BOYD

**SATURDAY, MAY 6:** The highlight of the equipment display came about 10:30 in the morning when the EMD "nose" units were lined up to recreate a famous 1952 LAUPT publicity photo (above) which featured SP E7 6002, an unidentifiable UP E8/E9 and Santa Fe F7A 340—along with a stray PA that is usually cropped out of the "formal" views. All three railroads took photos in 1952, and a variety of angles of the line-up have been published. The 1989 units were posed on the same tracks as the 1952 scene and remained for over an hour with the 50mm-lens range roped off and kept clear of people (see page 59 for color).

**SUNDAY, MAY 7:** The trackside displays of Amtrak, SP, UP and Santa Fe equipment continued. In formal ceremonies on the north patio, Master of Ceremonies Michael Gross (left) introduced L.A. Mayor Tom Bradley (seated) and other dignitaries. Shortly after 5:00 Sunday evening, the 4449 moved its train out past Mission Tower (below) and headed for the SP line up the middle of the San Bernardino Freeway to West Colton, where it spent the night. On Monday morning, the 4449 waited at Dike, just below Cajon Pass, for the 8444 to bring an Operation Lifesaver special out of LAUPT, make its stop at San Bernardino and move up alongside on the AT&SF main at Devore.

MIKE DEL VECCH'O

**MONDAY, MAY 8:** About 11:00 a.m., the 4449 and 8444 were charging up Cajon Pass. The 4449 got well ahead at Sullivan's Curve as the 8444 had to traverse the longer S-curves from Cajon siding, and Doyle McCormack eased the *Daylight* off as he rounded the rocks to let the 8444 catch up. The 4449 then opened up (**above**), and with the SD60M and E9 in Run 8, the 8444 hammered by with everything hanging out but fireman Krieger's overalls. They were perfectly matched (**below**) as they marched past Alray.

TWO KODACHROMES JIM BOYD

KODACHROME LARRY KOSTKA

**MONDAY, MAY 8:** The *Daylight* had to wait about 45 minutes at Dike for the UP 8444 to complete its Operation Lifesaver stop in San Bernardino and get on the road again, headed for Cajon Pass with 15 cars, the canteen, SD60M and E9. The 4449 had its six-car business train in tow. Beginning at San Bernardino, there was constant radio communication between Steve Lee on the 8444 and Doyle McCormack on the 4449.

With the approach of 8444 to Devore (the Santa Fe dispatcher was handling the UP movement perfectly) McCormack got the 4449 under way, starting on a nearly 2% grade. Firemen George Lavacot and Jack Wheelihan were both on the 4449, and Wheelihan described the action: "We got moving, and the engine was really loud. Two percent is a steep hill even with only six cars, and the speed flattened out at about 20 m.p.h. with Doyle setting the usual twelve to 15 pounds of back pressure. We had 30 m.p.h. track, and 20 simply would not do, with the UP having a higher track speed and a running start. We had heard that GS4s liked back pressure, and Doyle decided to find out right there. He started dropping the bar down a notch at a time. She picked right up to 30 m.p.h. at 23 pounds of back pressure. I wouldn't have believed the *Daylight* could have gotten *that much* louder!"

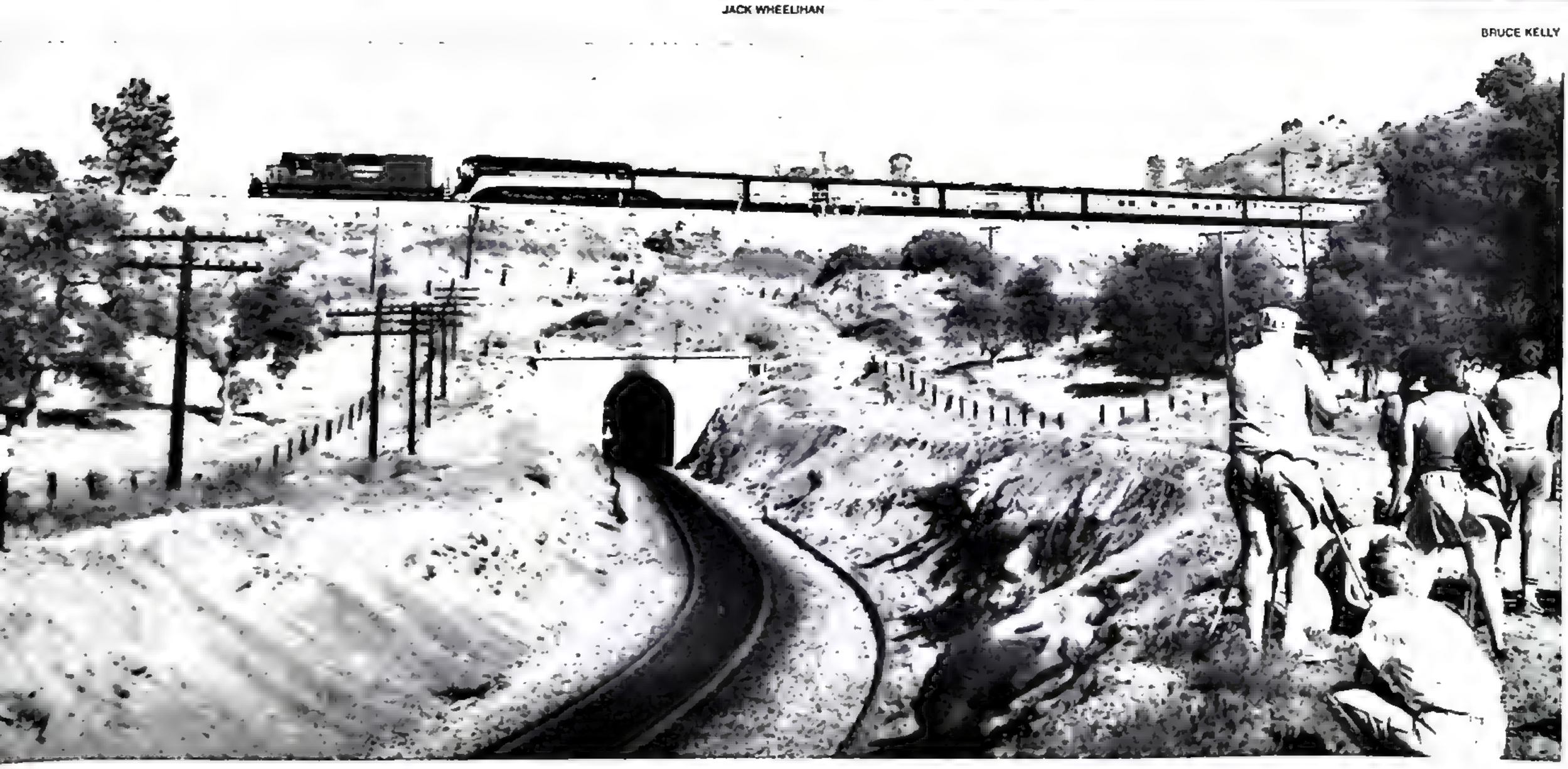
Wheelihan took the photo (right) showing Doyle, the wide-open throttle and the 8444 outside the window. As they neared the top of Cajon Pass, Steve Lee on the 8444 called the 4449. "Anybody here know where Roanoke is?"

"It's in another world," replied McCormack over the thunder of two wide-open 4-8-4s on different railroads on America's most famous mountain grade.

Just shy of Hiland, a red light on the main axle bearing scanner lit up, and the 4449 shut down to avoid any problem. The radio crackled with farewells, and the 4-8-4s logged their page in history.

JACK WHEELIHAN

BRUCE KELLY



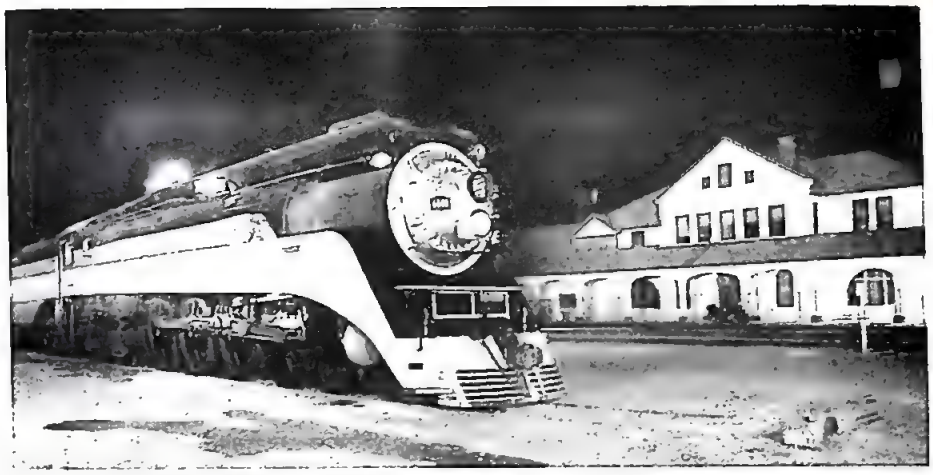
**MONDAY, MAY 8:** The bearing problem that stopped the 4449 at the top of Cajon turned out to be a minor residue of "old" grease left on a lubricator pad of the main driver (the manufacturer had changed the formula on the standard locomotive journal lube, and it had been causing problems with many of the big engines in recent years; a new formula has since resolved the matter). Until the spring-pad lubricators could be fully cleaned, McCormack took the precaution to let the diesel helper pull the train over Tehachapi and down the Loop (above), rather than put the freshly-painted SD40 7308 on the rear as had originally been planned. It was a wise move, and the bearing stayed cool.

TUESDAY, MAY 9: Bakersfield provided two days of relative calm in which to clean up the bearing pads and get the 4449 ready for the rest of her journey to Sacramento. After arrival Monday afternoon, the 4449 was spotted across from the Bakersfield depot and made a fine subject for night photos (right).

On Tuesday morning, the non-powered Santa Fe F-units were being returned to the California State Railroad Museum in Sacramento cut in behind the road power (center right) of a freight climbing out of Mojave toward Tehachapi. The SP E9 had headed home as a light engine move on the SP.

On Thursday, May 11, the 4449 began a two-day Adopt-A-Branch run north to Fresno and Sacramento with its train expanded to 15 cars. As Jack Wheelihan observed, "She was really in her element on the 70 m.p.h. railroad with a big train that was a good match for one of the old *Coast Daylights*. She was running right in the middle of her design horsepower and speed range, and you could see why the GS4s had such a reputation for performance." The 4449 still had some May runs to make out of Sacramento and Oakland.

While the 4449 stayed in California, the 8444 was headed for a series of appearances around Portland, Oregon. On Tuesday, May 16, she was rolling along the Columbia River (below), headed toward Portland. There would be a trip down the Deschutes River Canyon before a return home to Cheyenne on May 30. After that comes the removal of her third "4" and restoration of her original number: 844.



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# Camera Bag

BY JIM BOYD

## Auto-focus Cameras

**GUEST COLUMNIST: DAVID C. LUSTIG**

Interchangeable lens auto-focus single-lens reflex cameras (AF SLRs) are here to stay, and if given half a chance, you just might enjoy using one. Then again, you just might not. Whichever way you go, however, their applications in railfan photography deserve to be explored.

I spent the last three months using a Nikon N8008 with 28mm, 50mm and 70-210mm Nikkor auto-focus lenses. I have to admit, I didn't like the fact the camera had a "plastic" feel to it, and the lenses certainly didn't look like anything I'd used before.

To use one of these babies fully, several old saws have to be debunked. And the first one is that you and I can focus quicker and more precisely the traditional way.

The answer is no, we can't. True, auto-focus cameras do sometimes have a problem accurately focusing on low-contrast scenes, such as a white wall with no sharp edges or windows for the rangefinder to work with. But let's face it, so would you and I.

As far as quick and precise focusing ability, the camera wins hands down. Maybe some of the early models weren't so hot, but state-of-the-art Minoltas and new introductions like the Nikon N8008 and F4S work incredibly quickly. If you don't believe me, pit yourself against one. But don't do it in public.

You can argue about taking away creative control, and that is a definite possibility. Two decades ago a similar argument was raised when camera designers managed to put a through-the-lens meter in an SLR. Today nobody quibbles about the advantages of TTL metering.

All right, enough jawboning; let's go out and take some photos. I'm not going to comment on exposure meters or other things, since they will change from manufacturer to manufacturer. I'm primarily interested in the auto focus aspect of the camera. I loaded up the N8008 with Ektachrome 64 Professional (for quick E6 processing), took along a standard F3 for comparison and tromped down to Los Angeles Union Passenger Terminal with friend Jack Neville.

This was a "no brainer" for the N8008. There was good contrast and lots of sharp objects to focus on. I did have to get used to moving the center of the focusing screen to where I wanted to hold the focus, however. This was something new to me, as I have always been able to focus on subject even it it wasn't dead in the center of the finder. But with auto focus, you have to tell the camera what you want to focus on. A minor annoyance. The real test would come later.

Nine-thirty at night and after getting a double dip beef sandwich at Phillipe's just down the road, I'm back at LAUPT, auto focus N8008 and tripod in one hand and an F3 with the same focal length lens and a tripod in the other. Now we're dealing with less-than-ideal lighting, murky silhouettes and inky shadows.

First the N8008. It is disconcerting to say the least to point this little plastic contraption at a subject, press the shutter half way down and hear all sorts of little servo-motors focusing the lens. And since it doesn't know the difference between 9:00 a.m. and 9:00 p.m., it did it as quickly as it would have in broad daylight. I then used my F3. I know I could have fudge-focused by getting it in the ball park, but I was really trying to see through the viewfinder and line up everything. Experience had told me to bring a flashlight along, and I had Jack walk up to the *San Diegan* and shine it on the nose so I could finally get enough light to focus. If I was photographing the train at a one-minute station stop I would still be trying to figure things out long after it was gone. The N8008 did it in two seconds.

The next day, I went trackside and waited for a train. With the zoom in hand, I played with framing as the distant headlight came nearer. I didn't try and let the camera focus as fast as the winder would work but tried to pick a few shots as the train was coming. The auto focusing worked perfectly.

Comparison of the slides from both cameras were identical. Both were critically sharp and perfectly exposed. If I took off the


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Remember, all entries must be in by August 15, 1989.

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slide mount number and mixed up the two rolls, I doubt anyone would be able to accurately separate them again.

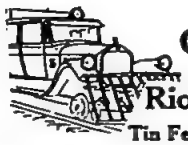
I found out the N8008 could do other things, too.

By taking a conventional Nikkor lens and putting it on the N8008, the camera still helped me focus faster than I could with my beloved F3s. All I had to do was point to the subject and turn the conventional lens helical. When was it in focus? When a small green dot came on just below the viewfinder. Electronic gibberish? Hardly. Imagine using a conventional lens with this camera on that same black inky night at LAUPT. Can't see enough to focus? You don't have to; the N8008 still can do the job. All you have to do is turn the helical until the green light comes on. *Almost* magic.

You get the idea by now that I like the camera. And I do. If I didn't have a stable of serviceable and reliable older Nikons I would jump at buying an N8008 and at least contemplate robbing my daughter's piggybank to purchase the even more versatile Nikon F4S (although I choke at the thought of shelling out almost $2000 for a 35mm camera body). But the point is that I do have a whole host of good "regular" cameras, and although I found the N8008 a great boon to photography, since I don't need a new camera body right now, I'm not going to spend more than $600 just to have one that auto focuses. For those few times I take night shots and need a little extra illumination to focus, I'll make out.

But—and it's an important but—if I were to go camera shopping right this minute because I needed a camera, I would most certainly purchase an auto focus camera, plastic feel or not.

Now, I wonder how I can convince Nikon to let me field test one of their nifty F4S's for about six months.

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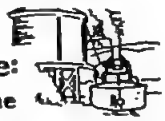

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## Celebration in L.A.

The kick-off for the Los Angeles Union Passenger Terminal 50th Anniversary celebration came Friday, May 5, 1989, with the arrival of SP 4-8-4 4449 from Santa Barbara and UP 4-8-4 8444 from Yermo. Shortly after 1:00 p.m., the two engines approached from opposite sides of Mission Tower (left) and marched into the station side-by-side. From 8444's cab, Tom Savio photographed UP engineer Steve Lee and the 4449 as they crossed the AT&SF at Mission Tower and pulled alongside 4449's fireman Jack Wheelihan and engineer Doyle McCormack.

On Saturday afternoon, while the two 4-8-4s and other equipment were on display, Sacramento's Santa Fe F-units and SP E9 6051 were posed with UP E9 951 (top) to recreate a classic 1952 LAUPT publicity photo (page 50). Late Saturday evening, the R&R staff and Tom Gildersleeve held a night photo session in the terminal.

After the weekend of display, the 8444 (opposite bottom) departed LAUPT at 8:40 a.m. on Monday to join the 4449 on Cajon Pass (page 51) as the SP E9 headed out for Sacramento.

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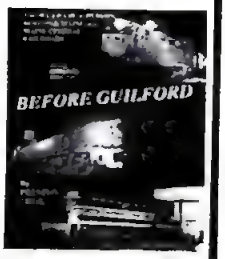


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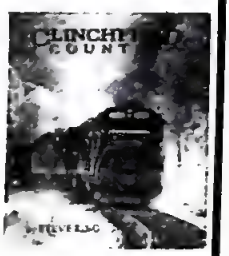

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**THE WINNERS** of the 1989 Railroad History Awards were honored at the R&LHS banquet in Los Angeles on May 6. On hand to accept their awards were (left to right) Maury Klein, Michael Spoor, F. Hol Wagner and Robert Richardson. David Plowden, winner of the Photography Award, was on assignment that evening and received his award later at the Smithsonian Institution in Washington.

## The Eighth Annual R&LHS Awards

It seems that the entire railfan world was focused on Los Angeles over the first weekend in May. The Railway & Locomotive Historical Society had scheduled its annual convention in conjunction with the Los Angeles Union Passenger Terminal 50th Anniversary celebration, and its headquarters was the New Otani Hotel, just a few blocks south of the station.

Of course, the annual Railroad History Awards are presented at the convention banquet, and this year's affair was held at the New Otani on Saturday evening, May 6. As has been the case in the Society's previous ceremonies, four awards were presented this year in the catagories of Senior Achievement, Photography, Books and Articles.

The Gerald M. Best Senior Achievement Award, honoring a "significant contribution of long standing to the writing, preservation and interpretation of North America's railroad history" was presented to Robert W. Richardson for his support of Colorado's narrow gauge railroads. To quote the awards panel, "since 1948, Bob has been securing and preserving the historical record in steel, wood and paper of the Colorado narrow gauge saga. Without him, it is simply true that much of what is saved today would be gone. His first great victory was the saving of little 2-8-0 No.346 in 1949. In just ten years, Bob secured an impressive collection, not the least of which were the nearly complete records of the Rio Grande Southern. It soon was clear that new quarters were needed for the burgeoning collection, and in 1958, Bob and supporter Cornelius Hauck from Cincinnati founded the Colorado Railroad Museum at Golden."

The Fred A. and Jane R. Stindt Photography Award, which "recognizes outstanding contribution in the photography of North America's railroading history," was given to internationally renowned photographer David Plowden. He published his first picture in *Trains* in 1954, and his first book was *Farewell to Steam*, published in 1966. During the 1970s and '80s, he received wider acclaim for his artistic photo essays on the Midwest, New England and the Plains states in magazines like *Life* and *Sierra*, as well as in more than half a dozen books. "But," to quote the awards panel, "David never left railroading. His magical book, *A Time of Trains* (1987) makes that clear. In his own words, 'I have always loved trains. From the time I can remember the railroad has been my *leitmotif*, appearing in one guise or another in all my

work 'With the railroad as my tutor and guide the train window became the lens through which I formed my perception of America.' "

The nominees for the George W. and Constance M. Hilton Book Award for works published from 1986 through 1988 were: Keith L. Bryant, Jr., for the *Encyclopedia of American Business History and Biography: Railroads in the Age of Regulation, 1900-1980*; J. David Conrad for *Steam Locomotive Directory of North America, Vols. 1 and 2*; Robert Darwin for *The History of the Union Pacific Railroad in Cheyenne*; Ralph W. Hidy, Muriel E. Hidy and Roy Scott with Don L. Hofsommer for *The Great Northern Railway: A History*; Robert C. Jones and David Register for *Two Feet to Tidewater: The Wiscasset, Waterville & Farmington Railway*; Maury Klein for *Union Pacific: Birth of a Railroad, 1862-1893*; John R. Signor and John A. Kirchner for *The Southern Pacific of Mexico and the Coast Route*; Vernon L. Smith for *One Man's Locomotives: 50 Years Experience with Railway Motive Power*; Shelton Stromquist for *A Generation of Boomers: The Pattern of Railroad Labor Conflict in Nineteenth-Century America*; Jack Swanberg for *New Haven Power—1838-1968*; Robert D. Turner for *West of the Great Divide*; David Weitzman for *Superpower: The Making of a Steam Locomotive*; John Hoyt Williams for *A Great and Shining Road: The Epic Story of the Transcontinental Railroad.*

The winner was Maury Klein's *Union Pacific: Birth of a Railroad, 1862-1893.* Klein now ranks as the first author to have one two Railroad History Awards, as his book *The Life and Legend of Jay Gould* earned him the 1987 Book Award. According to the awards panel, "the UP has certainly been well covered by several fine writers, but what sets this book apart is its genuinely fresh analysis, especially about the railroad's early leaders. From 1867 (two years before the "Golden Spike") until the financial collapse in 1893, Klein argues that UP's leadership was (except for Gould) weak or incompetent, and that this was a far more important factor in UP's fortunes than has been realized to date."

The nominees for the David P. Morgan Article Award for outstanding articles or papers published from 1987 through 1988 (based on cover dates) were: "Running on Time," by Ian R. Bartky in Autumn 1988 *Railroad History*; "The GP30 Story," by Win Cuisinier in January 1987 RAILFAN & RAILROAD; "Land of the Burlingtons," by Edward M. DeRouin in December 1988 *Passenger Train Journal*; "The Crimson Flyer," by Judge Leon Ford, III in *Green Diamond*, issue 23/24; "Gerald M. Best's 'Autobiography of a Railfan,'" by Arnold S. Menke in Spring 1988 *Railroad History*; "Union Pacific's Unplanned Preservation," by Gregory Monroe in May-June 1987 *Locomotive & Railway Preservation*; "A Pacific Primer," by David P. Morgan in September 1988 *Trains*; "A West That Failed: The Dream of Charles Francis Adams, II," by Paul C. Nagel in October 1987 *Western Historical Quarterly*; "Teague, Texas and the Boll Weevil," by Michael J. Spoor and F. Hol Wagner, Jr., in *Burlington Bulletin* No.19; "Facadism: Is This Really Preservation?," by John H. White, Jr., in July-August 1988 *Locomotive & Railway Preservation*; "The Magic Box: Genesis of the Container," by John H. White, Jr., in Spring 1988 *Railroad History*; "A Gilded


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**SEPTEMBER 1989 ISSUE ON SALE AUGUST 1.**

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## ANNOUNCEMENTS

JULY 15, 1988, Historic Spencer Shops. Come early for the NRHS national convention to Spencer Shops 2nd annual railfan day. Plan to include us in the week long events on July 15th. Included in the days activities will be on-site steam and diesel powered freight and passenger trains, mixed trains, night photo session, hand pump car and live steamer demonstrations, and slide show featuring Frank Clodfelter slides. All day pass $10.00 per person. For reservations or more information, write: Historic Spencer Shops, PO Box 44, Spencer, NC 28159, or call 704-636-2973. 889

OCTOBER 8, 1989: FOURTH ANNUAL New England Railroad and Transportation Artifacts Show and Sale. The New England Building, The Eastern States Exposition Center, 1305 Memorial Ave., (Route 147) West Springfield, MA. Come to one of New England's largest railroad artifacts shows. Over 200 tables of railroad and other transportation (trolley, steamship, bus and airline) artifacts for sale. For information, LSSAE to: Charles W. Miller, 3106 N. Rochester St., Arlington, VA 22213. 703-536-2954. Early admissions available on Saturday. Show time 10. A.M. to 5 P.M. Sunday. 1089R

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FRIENDS OF THE CUMBRES & Toltec Scenic Railroad - Railroad Slide Show and Annual meeting; August 18, 1989, Chama, New Mexico Moonlight Charter Ride, August 19, 1989. Details, LSSAE to: Friends C&TS, 7801 Academy NE, Bldg 2, Suite 102, Alburquerque, NM 87109. 889

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FREMONT & ELKHORN Valley Railroad operates regularly scheduled service on weekends to Hooper, Nebraska beginning April 29th thru October 29th. Daily runs to Nickerson, Nebraska Tuesday thru Friday. Contact: Fremont & Elkhorn Valley Railroad, 1835 N. Somers, Fremont, NE 68025.1289R

FLINT, MICHIGAN, July 8, 9, 1989 - Eighth Annual Railfan Weekend at Huckleberry Railroad, Historical Crossroads Village, Flint, MI. The ex D & R GW K-27 #464 and ex Alaska Railroad 4-6-0 #2 will pull a variety of trains with meets, double heading and plenty of photo run pasts along a 10-minute route. Shop tours from 10:00 A.M. to 2:00 P.M. and Railfans Extra 6:00-8:00 P.M., Saturday and Sunday. Movies, model trains and more both days. Antique Auto Show on Sunday. Restored 1800's Village with 26 buildings, steampowered saw mill, cider mill, grist mill and antique carousel. Contact Dennis Zawol, G-5055 Branch Road, Flint, MI 48506. 313-736-7100. 889

AUGUST 19, 1989, ATLANTA, GEORGIA, Southeastern Railroadiana Collectors Twelfth Annual Railroadiana/ ModelTrain Sale and Trade Show, 300 tables, Georgia International Convention and Trade Center, South of Atlanta Airport, adjacent to Holiday Inn Crown Plaza, 9 A.M. to 4 P.M. Admission $3.00, tables $25.00. Information LSSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327. 989R

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Age Businessman in Politics: James J. Hill, the Northwest and the American Presidency, 1884-1912," by W. Thomas White in November 1988 *Pacific Historical Review*; "On the East Broad Top: No.14 Steams Again," by William L. Withuhn and Jeff Tinsley (photographer) in July-August 1988 *Locomotive & Railway Preservation*; "The Interurban," Parts I and II by Andrew D. Young in November-December 1987 and January-February 1988 *Locomotive & Railway Preservation*.

Because Messrs. White and and Withuhn asked that their articles be withdrawn immediately upon nomination, they were not further considered by the panel. "Teague, Texas and the Boll Weevil" by Mike Spoor and Hol Wagner was the winner. To quote the awards panel, the book "combines feverish railroad building in Texas, just after the turn of the century, with the rapid rise of a town that suddenly finds itself a railroad center. Little Brewer's Prairie becomes the junction town of Teague, as the Trinity & Brazos Valley builds toward Houston. The upstart T&BV soon is nicknamed the "Boll Weevil," and Teague's fortunes rise and fall with the railroad's."

All of the recipients were on hand at L.A. to receive their awards except for David Plowden, who had to cancel his plans at the last minute to complete a photography job. He was presented his award a short while later at the Smithsonian Institution in Washington.

Election of the winners in all catagories was by secret ballot of the R&LHS Awards Panel. Next year's awards will be presented at the R&LHS convention in Denver.

### The Last of the Great Stations?

Was Los Angeles Union Passenger Terminal "The Last of the Great Stations," as implied by the title of Bill Bradley's fine book for Interurbans?

No. Not in the purest definition of the term. That honor would probably go to New Orleans Union Passenger Terminal, which was opened for service in 1954. While one might quibble the modern architecture, there is no doubt that New Orleans was a major union terminal of traditional railroad design and function. Like Los Angeles, it was a stub terminal and replaced a number of older stations nearby.

Bradley artfully dodges the issue in the Introduction to his book by stating that LAUPT was, " . . . the last in a series of grand, gilded train stations built before World War II during what might be termed the 'Golden Age' of railroading."

With that we will not quibble.

### Aunt Ruth and LAUPT

Contributing Editor David Lustig, a long time resident of Los Angeles, relates the following memory of Los Angeles Union Passenger Terminal:

"It wasn't a cold and dark night, but a warm one, amply lit by the station lights. My Aunt Ruth was heading home to New York City after a pleasant vacation in California. The year was 1958, and Ruthie was afraid of flying, her last trip on a TWA Constellation having been just a tad too bumpy for her taste. This time, she opted for the *Twentieth Century Limited* to Chicago and the *Super Chief* to L.A. Now she was saying good-bye.

"Although I was only eleven years old at the time, I distinctly remember the hum of the car generators, the gleam of the stainless steel passenger cars and the starched whiteness of the porter's jacket. Knowing even then my penchant for trains, my father took my hand as we excused ourselves for a moment and walked forward to what I would now call F7s. Thirty-one years ago I just knew them as "engines." They were beyond the umbrella sheds and idling in the dark as I peered up at them, the air seeming strangely cooler as I turned to look at the red and green dwarf signals nearby.

"As we were about to go back to my mother, grandmother and Aunt Ruth, a man stuck his head out of the open cab door and struck up a conversation with my father. He was the fireman, and he asked the question all little boys who like trains wanted to hear. 'Want to come up and take a look?'

"It was the best five minutes of my young life.

My family waited until the marker lights of the train had cleared the station platforms and watched as it curved to the right and headed towards Chicago before we started back to the autos. Heading back through the cavernous underground pedestrian walkways of LAUPT, I remember my mind wandering back to the cab of the F-unit, pretending I was pulling the cord for the horn and listening to the clickity-clacks beneath me.

"Looking back at it now, it was a wonderfully bittersweet experience. It was the first time I ever had the opportunity to be in a locomotive cab.

"It was also the last time I ever saw my Aunt Ruth."


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JIM BOYD

**John Krause: 1930-1989**

One of the delightful surprises of coming to work for Carstens back in 1971 was discovering that Hal Carstens and John Krause were old friends. Beginning with the purchase of *Rails Through Dixie* back in 1966, I had been an admirer of Krause's work, particularly in his coverage of backwoods railroads and short lines from the late 1940s and early 1950s. The book went with me in late 1967 when I hit the road for three years working for EMD, and I followed Krause's footsteps to places like Mineral Springs, Arkansas, on the Graysonia, Nashville & Ashdown (where I duplicated his depot shot with an Alco diesel switcher instead of a Vanderbilt-tendered 2-6-0); the Mobile & Gulf and Graham County (where the 2-6-0 and Shays still sur-


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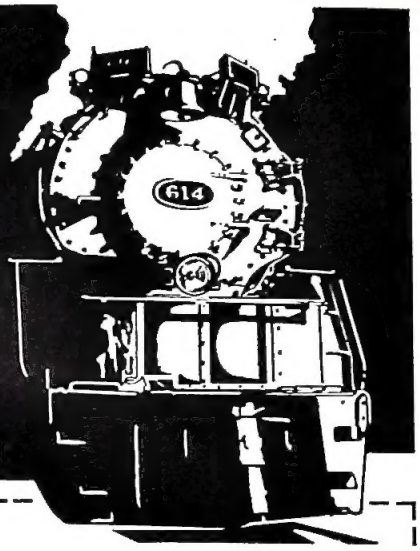

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KODACHROME: JIM BOYD / LIGHTING: JIM BOYD and BOB NOONE

**ALLEGANY CENTRAL ex-CPR G5 4-6-2 1238 posed for a night photo session at the former-Western Maryland depot in Cumberland, Md., on April 22, 1989, before a Chesapeake Division RRE trip to Frostburg the next day. The ACRR will be hauling tourists on 15.31 miles of the old WM and C&PA main lines this summer from Cumberland to Frostburg, where a new turntable has been installed.**

vived); and, of course, Cass, West Virginia.

Moving to the Northeast in 1971, I met Krause in person and am proud to say we became good friends. John wasn't much of a bragger, and you had to "drag" steam stories out of him. But now and then he'd toss a few 8X10s on my desk and blow my mind again. For one of the first issues of RAILFAN (Winter 1975), we developed a story about the East Broad Top around Krause's photos, and Tony Koester and I spent one fascinating weekend around Orbisonia, Mount Union and Robertsdale as John brought the old EBT back to life for us and helped us interview his old friend General Manager Roy Wilburn.

John was still an active photographer at that time, and he could rapid-fire a pair of 4X5 Graphics faster than most of today's kids can handle a motor-drive. And it's doubtful that there was ever a better darkroom technician than John Krause.

But over the next decade John was coming to grips with some personal devils and went through some tough times battling alcoholism. Though his life was a shambles, he fought his way out and went totally dry in 1985, becoming active in Alcoholics Anonymous and helping others wherever he could. He got back into the railroad book business and began cranking out a whole series of fine quality softcover pictorials for Carstens and other publishers. As he observed about his recovery, "I had something to come back to . . . my photography . . . my books . . . my friends; I saw a lot of people who had nothing."

I kept a coffee cup in my office for John's cigarettes, and it was always a welcome break to hear him shuffling down the hallway humming, "Portland, Maine's, just the same as sunny Tennessee . . . any place I hang my hat is home, sweet home to me . . .".

John was reportedly talking with a neighbor when he was struck down by a heart attack on April 30. His photo collection and book projects are all well protected under his J&D Studios business and are being cared for by his long-time partner Ed Crist.

I wonder how many people have figured out that the authors of one of John's recent books, *Rails Along the Schuylkill*, (Garfield Morris Heathcliff and Al K. Traz) were Krause's pet cats?

Jim

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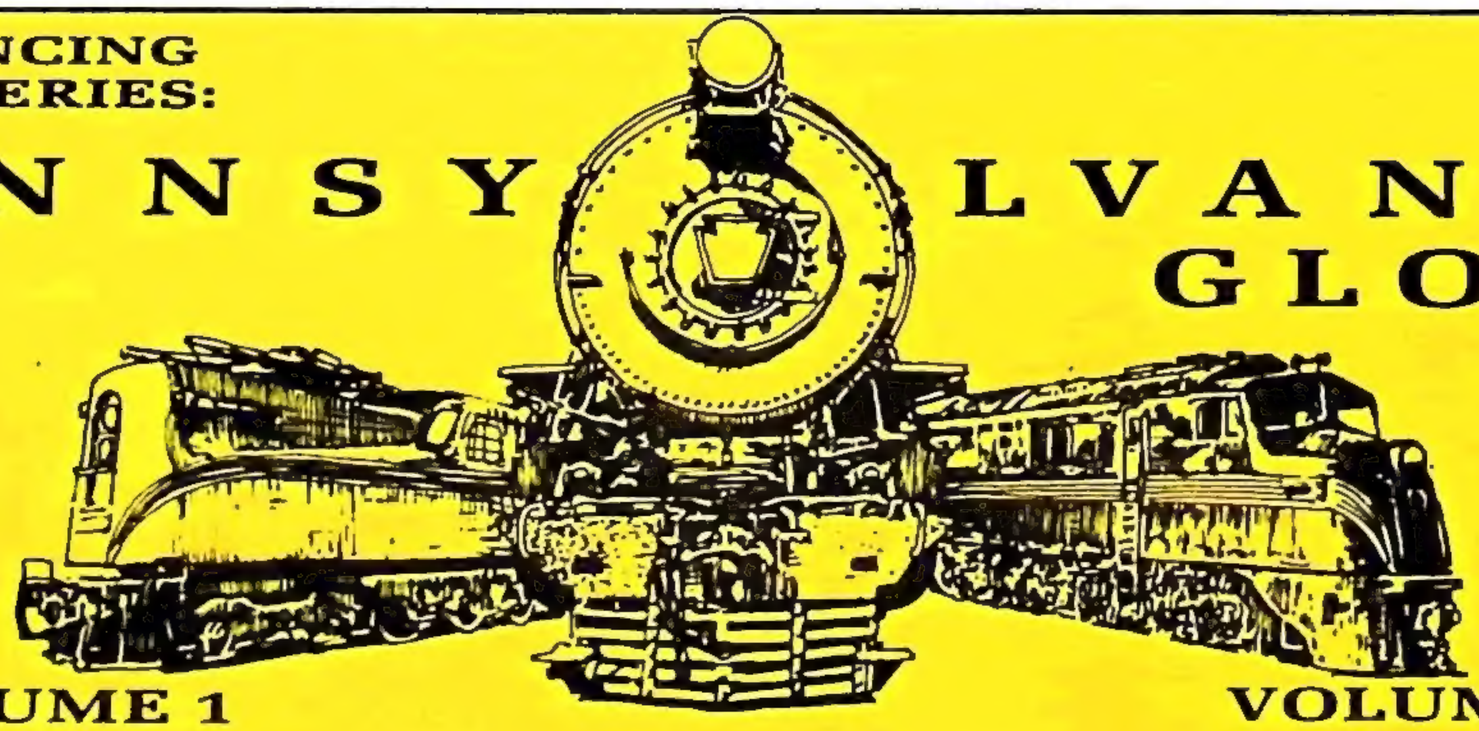

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**IN OGDEN, UTAH,** cosmetically restored UP turbine 26 and DDA40X 6916 were side-by-side on May 12, 1989, awaiting dedication the next morning at the Ogden Union Station Museum. See page 32.

# Railnews

KODACHROME TOM SAVIO

**CALIFORNIA'S OLDEST** railroad, the Arcata & Mad River, abandonded in 1985, was bought by Eureka Southern in late 1988. Operations resumed in March 1989 with EUKA Geeps. A&MR's 44-tonners (shown at Eureka on March 19, 1989) are for sale. See page 32.

**THE FIRELESS COOKERS** operating recently full time at Pennsylvania Power & Light's Sunbury plant (March '89 RAILNEWS) will be idled again by rebuilt SW9 1088, shown en route at Northumberland, Pa., on January 5, 1989. See page 32.

KODACHROME HAROLD E. BROUSE

**COTTON BELT 4-8-4 819** departed Pine Bluff, Ark., on April 21, 1989, on its annual outing to the "Fordyce on the Cotton Belt" festival. Three new cars acquired from N.J. Transit have increased the Cotton Belt Railway Historical Society consist to eight cars.

KODACHROME DAVID M. JOHNSTON

# Steam In China

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